

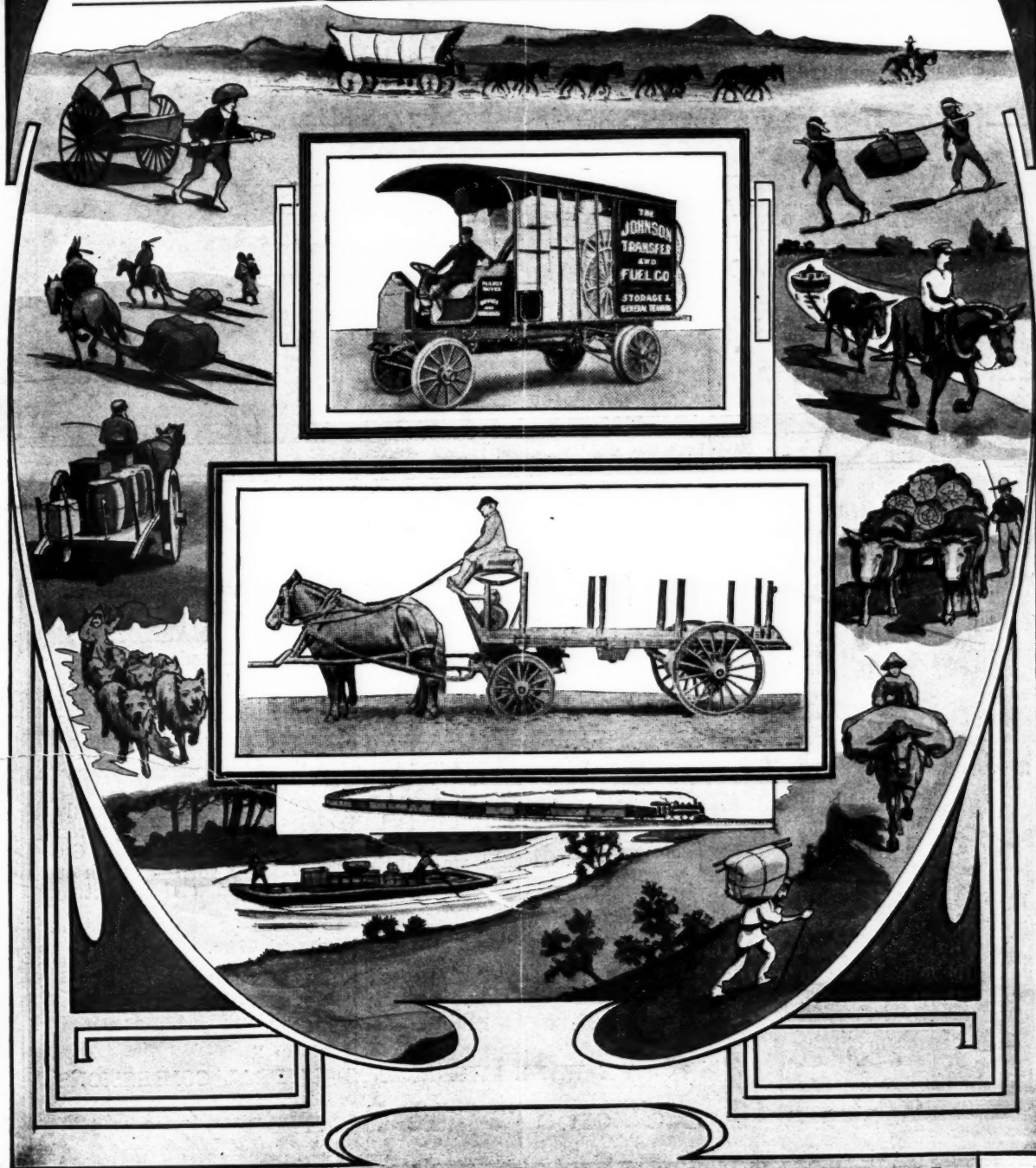
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# THE TEAM OWNERS REVIEW

Vol. XII.

PITTSBURGH, PA., FEBRUARY, 1913.

No. 2



A JOURNAL OF TRANSPORTATION

## MR. TEAM OWNER ARE YOU FEEDING "EXCELLO"?

**IF NOT, WHY NOT?** It is cheaper than oats and better than oats. In one hundred pounds you will get twenty good solid feeds of seven quarts to the feed. What will twenty feeds of good number two oats cost you of seven quarts to the feed? We believe that there are ten thousand TEAM OWNERS feeding "EXCELLO" now, and we want all of the sixty thousand of the TEAM OWNERS of this association to feed "EXCELLO FEEDS." Why? Because your horses will stand the work better and you will have fatter pocket books.

We would refer you to E. M. Hansen, of St. Joseph, Mo., Sec. and Treas. of the Team Owners Association, and Genl. Mgr. of the Brown Transfer Co., of St. Joseph, Mo. They are feeding one hundred and seventy-five head of horses on "EXCELLO FEEDS," and are satisfied with the results.

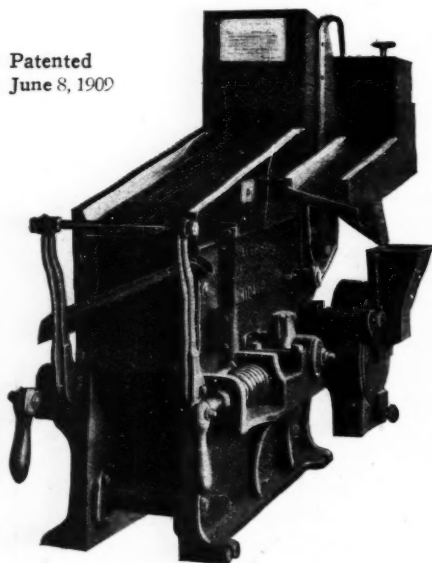
### EXCELLO FEED MILLING CO.

22nd and Garfield Ave.

ST. JOSEPH, MO.

## SOMETHING NEW

Patented  
June 8, 1909



A Corn Cracker attachment for our Oat Crusher guaranteed to perfectly crack corn, and not make to exceed THREE per cent of meal.

**NOTHING LIKE IT ON THE MARKET.**

**Simply Perfect — Perfectly Simple.**

### Combination Oat Crusher and Corn Cracker

Built in All Sizes, for Belt Drive, or With Direct Connected Motor.

**Our Guaranty**—We can save you absolutely 15 per cent on your feed bill, and put your horses in better condition in every way—a crushed oat diet will do it.

**Our Prices**—The Lowest—commensurate with thoroughly high grade products, built on scientific lines, and proven by the test of years. Ask any man who owns one. Or, Better Still, we will ship you our Oat Crusher, with or without Corn Cracker attachment, on trial subject to your approval.

Agencies in all Principal Cities.

**GIBSON OAT CRUSHER CO.** 1530-1532 McCormick Bldg.  
CHICAGO, U. S. A.

Patentees and Sole Manufacturers

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**WE WANT LIVE AGENTS—LIBERAL COMMISSIONS**

**"Take a Chance" on a "Make Good Basis"**



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A JOURNAL OF TRANSPORTATION

Entered as Second-Class Matter in the Pittsburgh Post Office.

Volume XII.

PITTSBURGH, PA., FEBRUARY, 1913.

NO. 2

## THE TEAM OWNERS REVIEW

OFFICIAL PUBLICATION OF  
THE NATIONAL TEAM OWNERS ASSOCIATION  
AND  
AMERICAN TRANSFERMEN'S ASSOCIATION.

PUBLISHED ONCE A MONTH

AT  
705 RENSHAW BUILDING,  
PITTSBURGH, PA.

BY  
THE CONSOLIDATED PUBLISHING COMPANY, Inc.  
ERNEST H. HEINRICHS - - - - - PRESIDENT-EDITOR  
S. ZINSMEISTER - - - - - SECRETARY  
W. D. QUIMBY - - - - - NEW ENGLAND REPRESENTATIVE  
79 Portland Street, Boston.

The Team Owners Review is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming," to which belong Transfer Companies, Express Companies, Truckmen, Carters, Hauling Companies, Livery Stable Owners, etc., etc.

### TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.  
To Foreign Countries, \$1.50 per year.  
If you wish your address changed, be sure to give the old as well as the new address.

### ADVERTISING.

Card of rates sent promptly on application.  
Orders for new advertising, or changes intended, should reach this office not later than 15th of month previous to date of publication, to insure insertion in the next number.

### CORRESPONDENCE.

Please mail all correspondence for publication, so as to reach publication office by the 15th of month.  
Write on one side of the paper only.  
Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,  
Pittsburgh, Pa.

Alfalfa is becoming more and more popular as a food for horses.

Harness manufacturers want the government to investigate the tanneries.

In the future the open shop will prevail among the team owners of Des Moines, Iowa.

Any reader of this paper, who can offer suggestions that will improve this journal is cheerfully invited to do so.

We have been informed, that the team owners of Edwardsville, Ill., have organized a team owners' association.

It is not the number of readers, but the number of buyers which establishes a paper as a profitable advertising medium.

Reports from all parts of the country indicate that the

### The National Team Owners' Association.

#### Officers:

Isaac Goldberg, New York City.....President  
W. H. Fay, Cleveland, Ohio.....1st Vice President  
D. A. Morr, Kansas City.....2nd Vice President  
W. J. McDevitt, Cincinnati, Ohio.....Treasurer  
Frank F. Tirre, St. Louis, Mo.....Secretary

### American Transfermen's Association.

#### Officers:

J. M. Dunn, Richmond, Va.....President  
W. J. Daunt, Bay City, Mich.....1st Vice President  
Jesse O. Wells, Des Moines, Ia.....2nd Vice President  
H. F. Chester, Champaign, Ill.....3rd Vice President  
E. M. Hansom, St. Joseph, Mo.....Secretary and Treasurer

team owners are enjoying a busy season, which is very gratifying.

From all reports it does not seem that the inauguration of the Parcels Post is reducing the business of the Express companies to any alarming extent.

The Western office of The Team Owners Review is located in Monadnock Building, Chicago, where any friend of this paper will always be made welcome.

George A. Probst had honors and presents bestowed upon him in Chicago the other day, and everybody who knows Probst will agree, that he deserved both.

The Women's League for Animals of New York City, has decided to build a roof garden on the \$50,000 animal hospital structure, which the society erected about a year ago.

It is to be hoped, that the Boston team owners will be successful in having the State Assembly pass their glanders bill. They have worked long and hard and deserve success.

Last week's motor truck show in New York City was the greatest event of its kind ever held in this country; but it probably will be equalled by a similar show held in Chicago this month.

Our Boston correspondent tells of some improvements, which are being made at the railroad terminals, which is worth mentioning and shows, that it pays to go after a thing with a will and no let-up.

Do not forget that the annual convention of team owners will be held in July, at Minneapolis, where already preparations are being made for a meeting, which promises to be interesting, instructive and entertaining.

### What Readers and Advertisers Have to Say About the Improvements Made in This Paper.

New York, January 8, 1913.

The January 1913 "Review" is a work of art, and will long be remembered by those who have had the pleasure of receiving and reading same.

As your cover represents the progress of the teaming industry, so does your valuable Team Owners Review show its advancement in the periodical world, and stands without a peer as to its work. May the team owners of this country realize its importance in the conduct of their business, and that they subscribe for same is the sincere wish of the writer.

ISAAC GOLDBERG, President,  
National Team Owners' Association.

#### From the Far West.

J. L. Bowlby, who is known to team owners all over the country as having been connected with the Boston teaming trade, and who was a delegate from Boston at the St. Louis convention in 1903, when the National Team Owners' Association was organized, is now making his home in Portland, Ore. Besides his regular work he has kindly consented to act as representative of The Team Owners Review in the far western territory, because he has been a friend and supporter of this paper ever since it started. The readers of this paper are to be congratulated upon this, because Mr. Bowlby does not only know the business from the ground up, but he is also a man of keen observation, who at the same time knows how to put in writing the things of interest, which he may see. No doubt we shall often hear from him.

Following are his expressions of the changes made in The Review, as well as the opinions of other readers of this paper, in Portland, Ore. Besides the fact, that their opinions are interesting in themselves, they also prove the standing and prestige, which The Review enjoys wherever it goes:

Many thanks for the January issue just received, which is the best yet. Have always been a booster for The Review, and have followed it from stage to stage, since Volume 1, Number 1.

Every team owner in the country ought to read it. Its new garb makes it more desirable than ever.

The paper deserves the success that has come to it, and you are entitled to great credit for the splendid work that it is doing.

Cordially yours,

J. L. BOWLBY.

We are in receipt of your January number of the "Team Owners Review," and we have very carefully read its contents.

We found some very interesting articles, and more

particularly we have noted the proceedings of the Warehousemen's Convention.

We also note with interest the advertisement of the "General Vehicle Company," giving in detail the distribution of cost of operating single and double teams in Boston.

The use of this schedule for distribution of operative expenses by the "General Vehicle Company," reflects with much credit to the "Team Owners Review," and we are using this point to convey to you the importance of impressing upon the teaming industry of the United States the importance of realizing the cost of operation.

As has been claimed by the "Review" repeatedly, there are very few team owners in the United States who really know definitely their cost of operation. We have shown this article to several friends of ours, who are in a way masters in the accounting line, and they think that the distribution of cost is the best they have ever seen.

We wish you all the success due you during the coming year, and beg to remain,  
Portland, Ore.

CLAY S. MORSE, Inc.

Portland, Ore.

Very much pleased to see The Team Owners Review in its new form. Glad to see it growing. We like it.  
NORTHWESTERN TRANSFER CO.

We've taken The Review a long time and its all right. Looks well in its enlarged size.

C. O. PICK TRANSFER CO.

Like it very much. We always read it. It contains articles very much to the point. The increased size makes it better than ever.

OREGON AUTO DESPATCH CO.

#### What Our Advertisers Say.

##### THE GENERAL VEHICLE COMPANY.

The January number of The Team Owners Review is a most agreeable surprise. The new size puts you in the standardized class and enables us to give you the full page cuts that we do to the other motor truck papers. The department devoted to Motor Truck Owners Review, is also a move in the right direction.

We hope the new year will bring you a large measure of success and that team owners throughout the country will heartily endorse the Review as a journal of transportation.

Very truly yours,  
F. NELSON CARLE,  
Advertising Manager.



## THE ROWE RING-POINT COMPANY.

Concerning the new dress of your publication, we certainly think that it is a great improvement and hope that it will be continued.

MARVIN D. CHASE, Treasurer.

## GIBSON OAT CRUSHER CO.

We certainly wish to compliment you on the appearance of your January issue of The Team Owners Review. The changes you have made are noteworthy, and your journal now looks strictly up to the moment, and it cannot fail to redound to the interests of your many subscribers and advertisers.

Wishing you all success for 1913, we remain,

Yours very truly,

GIBSON OAT CRUSHER CO.

Per. E. D. Green, Secretary.

## W. L. McCULLOUGH CO.

We wish to congratulate you on the improvement you have made in your new journal. The January issue is far ahead of anything so far, and surely ought to appeal to all advertisers and readers. It looked as though it was more like something.

Yours truly,

W. L. McCULLOUGH CO.,

E. B. Mc.

## THE CAPEWELL HORSE NAIL CO.

We have the January issue of "The Team Owners Review," and are interested in the signs of development as attested by the change in the form and size of the publication. This denotes growth and enterprise, and we congratulate you upon what you have achieved.

With best wishes for the future, we are

Very truly yours,

THE CAPEWELL HORSE NAIL CO.,

C. D. Mitchell, Asst. Sec'y.

## Still Branching Out.

The Kennicott-Patterson Transfer Company, of Denver, Colo., whose entire equipment appeared in a supplement to The Team Owners Review of January, last, inform us, that they have purchased the entire business, equipment, good will and all of the Peck Delivery & Distributing Company, of Denver. This will add considerably to the facilities of the Kennicott-Patterson Company, and will enable them to handle their constantly-growing trade.

The various changes in the appearance of The Team Owners Review, which we inaugurate with the January issue have found general approval with our readers, subscribers and advertisers, which is very encouraging to the publishers. However, we beg to assure the entire teaming trade, that we shall make still further improvements and changes whenever the occasion demands it. We do not believe in standing still when progress calls upon us to make a move.

## A Wisp of Hay in a Kansas Cyclone.



That the team owners in New York and Chicago, as well as in other cities, have lost quite a large amount of money recently through the pernicious activity of organized gangs of thieves, is one of the best arguments in favor of organization. When a team owner loses a valuable load of goods, a truck or even only part of a load, all he can do is to report the matter to the police and then wait for results. However, it is different if he belongs to a team owners' association. In the latter case he can report it at the next meeting and the organization as a body can take the matter up in a manner, which is far more effective, than the efforts of an individual can ever hope to be. Under present conditions at many of the rail road or steamship freight stations the driver is often compelled to leave his truck, which is thus at the mercy of thieves. If, on the other hand, the conditions were such that the driver did not have to leave his truck out of sight, the chances of having anything stolen would be considerably less. It would seem advisable, therefore to induce the railroad companies or the steamship companies to establish at the freight house such facilities, that would not compel the driver to leave his truck. Obviously an individual team owner making such a demand upon the railroad or steamship company, would not meet with much success; but a committee representing a team owners' association, composed of all the team owners in the community, would have a far different effect. It is the same old story: "in numbers there is strength."

Take for example the city of New York, the metropolis of this country, in which the teaming interests involve millions of dollars invested in horses, motor trucks, wagons, barns, garages, etc., etc. That city should have a team owners' association composed of at least a thousand members, but does it? Of course not. It seems deplorable that the team owners of that city can be so short-sighted so as to fail in realizing what a tremendous power they could wield for their own benefit, if they would only come together into an organization. If they would only stop to think for a moment they could not fail to be impressed with the wonderful possibilities that are within their reach, if they would only grasp the hand of one another and take hold of the things together, which are now sapping the very life out of the business and making it almost impossible for anyone to make more than a mere living, and in some cases less.

Why do not you team owners of New York wake up, get together, and like one man take hold of the evils,



which are now besetting you all around. If the railroads and steamship companies do not accord you the facilities at the freight houses and docks, which by right you are entitled to, get together and demand them!—If the merchants are too exacting in their expectations upon you and are not willing to pay the price for your best services, get together and demand them!—If the city authorities will not heed your advice of giving you better streets, better pavements, get together and demand them!—If you cannot get adequate police protection to safeguard your property in the public streets and thoroughfares, get together and demand them! If you are suffering under the burden of a feed trust compelling you to pay too much for oats, hay, straw, grain and feed, get together and have the prices reduced! There are thousands of you in New York and you have the right, the power and the opportunity to form yourself into a body, which will make the teaming business something more, than a life of drudgery, loss and reverses. But to do this, you will have to join the organization, because as an individual you amount to no more, than a "wisp of hay in a Kansas cyclone."

### No Let-Up in Grain.

No let-up in the primary movement of grain is in sight in Chicago. It continues in enormous volume and exceeds all former years by figures which in ordinary years would seem large for the aggregate deliveries. Total receipts last week were 24,712,000 bushels, or 1,619,000 bushels, or 7 per cent over the previous weeks, 14,742,000 bushels, or 147 per cent over last year, and 10,239,000 bushels, or 73 per cent over the average for the past five years. Receipts of wheat, corn, and oats were more than double last year's. Wheat being 657,000 bushels under the previous weeks, however, but 4,438,000 bushels over last year. Corn increased 1,149,000 bushels for the week, and oats 1,072,000 bushels, while corn deliveries were also 5,446,000 bushels, and oats 2,742,000 bushels over last year's. Wheat receipts at Minneapolis and Duluth for the week were 5,198 cars, against 5,575 cars the previous week, and 2,055 cars last year. Congestion of loaded grain cars exists at Minneapolis, as it is getting the bulk of the wheat run, and the railroads refuse to let their cars come East. Winnipeg received 3,472 cars, against 4,250 cars the previous week, and 2,511 cars last year.

Receipts of grain at primary points for the past week, with comparisons, the last three "000" being omitted, were as follows:

Week ending:	Rye and				
	Wheat	Corn	Oats	barley	Total
	bu.	bu.	bu.	bu.	bu.
Dec. 28, 1912 .....	8,051	8,204	5,422	3,035	24,712
Dec. 30, 1911 .....	3,613	2,758	2,680	919	9,970
Dec. 31, 1910 .....	3,402	5,318	4,639	1,333	14,692
Dec. 31, 1909 .....	3,990	3,861	2,397	913	11,161
Jan. 2, 1909 .....	2,871	4,512	3,049	1,416	11,848
Dec. 21, 1912 .....	8,708	7,055	4,350	2,980	23,093
Dec. 14, 1912 .....	8,685	4,587	4,123	3,132	20,527
Dec. 7, 1912 .....	10,329	4,575	4,048	2,988	21,940
Nov. 30, 1912 .....	10,533	3,990	3,561	3,457	21,541

### Standard Warehouse Construction.

The warehouseman, who is considering the erection of a new building or buildings will do well to study the standard requirements adopted in various cities of this country, as they may be a help and guide to him in making his own plans.

As to local building requirements there are none in Detroit, Springfield, Mass, San Francisco, Philadelphia, St. Paul, Evansville, Ind., Cincinnati, Toronto, O., Little Rock, Des Moines, Toledo, Los Angeles, Fort Wayne, Spokane and Omaha.

At Chicago the Board of Underwriters is reported as limiting the height of warehouses to eight stories and to an area of ten thousand square feet. For each additional story up to twelve stories, one cent is added to the rate, for the twelfth story four cents is added and for each additional story up to fifteen. If the building be over ten thousand square feet in area, three cents is added for each thousand square feet or part thereof not exceeding a total of sixty cents. Elevator shafts must be closed or an additional charge of one cent for each floor is made. If stairways are not closed one-half cent for each floor is charged. There is no instruction as to width of aisles nor provision as to automatic sprinklers. Reduction in rate is made when open spaces are reduced to four hundred square feet. These provisions appear to be based somewhat on the plan of the New York Insurance Exchange as already reported. At Seattle the elevators and stairways must be enclosed. In Kansas City, building are limited to seven stories in height. The Cleveland authorities limit concrete buildings to eight stories and window and door openings are regulated. At Minneapolis there are stringent regulations as to location and number of stairways, elevators, etc. In Boston, warehouses must not exceed one hundred and twenty-five feet in height or not more in height than two and one-half times the width of the street on which erected. In residential sections, height of buildings are limited to eighty feet. Warehouses are limited in area to ten thousand square feet unless they have a frontage of fifty feet on two streets, are equipped with sprinklers and supplied with means of egress satisfactory to the building commission and Board of Appeal. All stairs and elevators must be enclosed in fireproof partitions. Any building over seventy-five feet in height must be fireproof construction. At Syracuse buildings higher than five stories must pay a higher insurance rate. In Washington, D. C., the maximum height of buildings is ninety feet, but not, however, to exceed width of street. Elevators and stairways are also regulated. The building code has not been settled in New York. There is a tendency to limit the height of warehouses there to nine stories, or one hundred feet in height. There has been an effort on the part of the Fire Prevention Bureau in that city to cause the erection of automatic sprinklers in non-fireproof warehouses and fire escapes on warehouses having only one stairway. New buildings erected are required to have a stairway

for every twenty-five of frontage and at least one aisle not less than three feet wide must be maintained at all times from front to rear for every twenty-five feet of frontage. The Fire Department has recently been making quite close inspection of furniture storage warehouses. New buildings must have stairways and elevators enclosed. Up to quite recently the Building Department has not encouraged reinforced concrete construction with a result that in Manhattan it has been found more economical to use brick or tile in partition and fire walls than concrete.

The following is the standard adopted by the New York Fire Underwriters' Association for Fireproof Furniture Storage:

Area—Building not over 10,000 square feet.

Height—Building not over nine stories in height.

Floor Openings—Floor opening shafts not less than six inches in thickness, constructed of brick, reinforced concrete or reinforced hollow tile or such other non-inflammable material as the manager may approve, with standard protection at all lofts and motors cut off in fireproof motor rooms.

Skylights—Over shafts to be thin glass or metal with wire screen of No. 12 wire, one inch mesh, supported on metal, six inches above shafts, and extending six inches beyond sides of same, all other skylights to be one-quarter inch wired glass on metal frames.

Floors—To be of standard fireproof and waterproof construction.

Sub-Division of Floors—25 per cent (not exceeding two floors), of the total floor space of the risk may be used for open storage of pianos or dead automobiles. (The section used for cold storage, vaults, mercantile occupancy, work rooms, shipping and storage of wagons and packing materials used in connection with the business of the warehouse, not to be counted as included in the 25 per cent). Balance of storage section to be subdivided into small rooms not over 400 square feet in area, enclosed in partitions of reinforced hollow tile blocks, reinforced concrete, brick or such other non-inflammable enclosures as the manager may approve.

All partitions to be not less than three inches thick and if hollow tile is used, blocks must not be less than three inches, with one-half inch of good cement plaster on each face of the partition, with fire doors as openings to each individual room.

Steel Members—All structural metal members to be insulated with not less than two inches of approved material.

Stables, work rooms, carpet cleaning and packing materials to be stored in fireproof section, cut off with standard fire doors.

Fire Pails—Two pails for each 1,000 square feet of floor area hung in an approved manner in corridors and protected from freezing.

Standpipe—If building not over 150 feet in height, 4-in. standpipe in shaft required; if over that height six-inch standpipe must be installed, with proper Siamese connections and valves. Standpipes to be fed by tank having a capacity of at least 3,500 gallons reserved for fire purposes exclusively and to be of sufficient number to properly command all aisles and cover all floor space with hose leads of not over 100 feet in length; two and one-half-inch hose connections required on each floor, basement and roof and approved hose and nozzles attached at each connection. If building not over six stories (70 feet) in height, standpipe not required.

## Souvenirs and Calendars.

Friends of The Team Owners Review with whom it is customary to get out a calendar or souvenir for distribution among their patrons have also remembered us again this year.

The Westheimer Transfer Company, of Houston, Tex., as usual, favored us with one of their useful note books containing much interesting and valuable information.

A similar publication was also received from The Northwestern Transfer Company, of Portland, Ore.

The Johnstown Storage & Transfer Company, of Johnstown, Pa., supplied us with one of their pretty wall calendars, and

The Werner Brothers Fire Proof Storage Company, of Evanston avenue, Chicago, send us a similar calendar with the picture of a dainty little maid, which is very artistic, as well as beautiful.

## Express Company Liability.

The liability of the express companies for loss of packages at full value, upon which the sender places a lower value to obtain a lower rate, was limited by the Supreme Court in the case of the Adams Express Company against E. H. Croninger.

The court held that the Carmack amendment to the interstate commerce law indicated that Congress did not intend to make the carrier responsible for an absolute loss, but only such loss as may be due to its own negligence. The carrier, it was held, had the right to protect itself against fraud by reasonable rules and regulations, and the fixing of two rates according to the value of the article, was declared reasonable.

The decision of the Circuit Court was reversed, and the case remanded. The decision of the Supreme Court is a substantial victory for the railroads and express companies.

## Harness May Cost More.

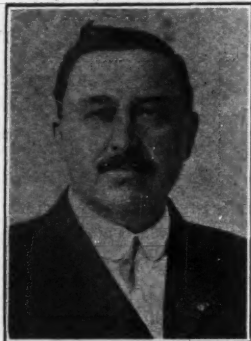
The Western harness manufacturers and dealers at a meeting held in Kansas City, on the 14th of January, considered the advisability of increasing the prices of harness goods. President Charles P. Shipley, of the Association said:

"The advance in the cost of leather and material during the last 10 years has been at least 40 per cent. In addition to that loss we face another in the additional weight given to leather by the tanning processes of today. Formerly it took nine months to tan leather. Now it takes 30 days. But we got good leather then, and we now get a poor product. One of the things that is needed badly is federal inspection of tanned goods and tanning processes."



## NEW ENGLAND NEWS

New England Office, 79 Portland Street, Boston, W. D. Quimby, Manager.



W. D. QUIMBY.

The regular meeting of The Boston Team Owners' Association was held on January 7, last. The secretary presented a letter showing that the request for an additional supply of trucks at the Boston and Albany railroad terminal had been complied with. On motion of Mr. Quimby, in behalf of Mr. Frost, who was detained by illness, the secretary was instructed to interview Vice President Horn, of the N. Y., N. H. & H. R. R., and urge the adoption of the one dump and co-operative sill delivery.

Mr. Quimby introduced Mr. Sanderson, representing the Diamond Caulk Company, who addressed the meeting on the advantages to truckmen in using this style of caulk. He offered to supply any truckman with a set for trial, which offer was taken advantage of by many of those present. Mr. Quimby stated that he was already using them and gave them a strong recommendation.

The president then introduced Mr. Potter, of the Boston Elevated, and Mr. Lewis, of the Boston & Worcester street railways, who were present to enlighten the truckmen in regard to the new Trolley Freight Line. These gentlemen treated the subject exhaustively, answering all queries, and at their conclusion it was the consensus of opinion that it was in the interest of the truckmen to co-operate with the new company, as far as possible, they offering conditions at their terminals that would tend to make other transportation lines more tractable in the matter of facilities.

The Association at this time is very active in connection with their Glander bill, which is before the Legislature at the present time. It is the hope of the horse-owners in Massachusetts that they will be able to obtain a compensation bill for horses destroyed by the authorities which are effected with glanders.

The following bill is proposed to be enacted by the State Assembly of Massachusetts:

If the board or any one of its members or agents, by examination of a case of contagious disease of domestic animals, is of opinion that the public good so requires, it or he shall cause the diseased animal to be securely isolated or to be killed without appraisal or payment. An order for killing shall be issued in writing by the board or any of its members, may be directed to an inspector or other person, and shall contain such direction as to the examination and disposal of the carcass and the cleansing and disinfection of the premises where such animal was condemned, as the board or commissioner consider expedient. A reasonable amount may be paid from the treasury of the commonwealth for the expense

of such killing and burial. If thereafter it appears, upon post mortem examination or otherwise, that such animal was free from the disease for which it was condemned, a reasonable amount therefor shall be paid to the owner by the commonwealth. If any cattle which are condemned as affected with glanders are killed under the provisions of this section, the full value thereof at the time of condemnation, not exceeding forty dollars for any one animal, and three-fourths of the sound value thereof in case of glanders, not in any case to exceed the sum of one hundred and seventy-five dollars for any one animal, but provided that in cases where horses, asses or mules are condemned upon physical examination alone, compensation therefor shall be limited to fifty dollars in each case, shall be paid to the owner by the commonwealth if such animal has been owned within the commonwealth six consecutive months prior to being killed, or if it has been inspected and satisfactory proof has been furnished to the board by certificate or otherwise that it is free from disease, and if the owner has not, prior thereto, in the opinion of the board, by wilful act or neglect, contributed to the spread of tuberculosis or glanders, but such decision shall not deprive the owner of the right of arbitration as hereinafter provided.

If the owner, who is entitled to compensation under the provisions of section six for the destruction of an animal affected with tuberculosis cannot agree with the commissioner condemning the same as to its value, the value shall be determined by arbitrators, one of whom shall be selected by the commissioner and one by the owner, or, if the owner neglects or refuses for twenty-four hours to select one, the arbitrator already selected, shall select another, and if such arbitrator cannot agree, they shall select a third arbitrator. Such arbitrators shall be sworn faithfully to perform the duties of their office, and shall determine the value of such animal according to the provisions of section six; and the value, so determined, shall be paid to the owner, as provided in said section. If the owner, who is entitled to compensation under the provisions of Section 6, for the destruction of an animal affected with glanders cannot agree with the commissioner condemning the same as to its value, the commissioner of Animal Industry or a duly appointed appraiser shall fix this value, and his decision shall be final, except as hereinbefore set forth. Either party aggrieved by the doings of the board or any of its members, under the provisions of Section six, or by the award of such arbitrators or by the award of the commissioner or his duly-appointed deputy in case of glanders, may file a petition for the assessment of his damages in the superior court for the county in which such animal was killed, or in the county of Suffolk. Such petition shall be by or against the commissioner of Animal Industry, and a copy thereof shall be served upon the respondent, if the petition is against said commissioner, in the same manner as other civil process. The petition shall be filed in the clerk's office of the superior court within thirty days after the killing of such animal or animals, and shall be subject to the provisions of Sections fifty-six and seventy-four, of Chapter one hundred and seventy-three, and the petition may be tried in the same manner as other civil cases. If, upon the trial, it is determined that such animal was not affected with the



disease for which it was condemned, reasonable compensation in excess of the amount previously awarded to him by the arbitrators or allowed to him by the commissioner, he shall recover costs; otherwise he shall pay costs. The damages, costs and expenses incurred by the commissioner in prosecuting or defending such action shall be paid by the commonwealth.

I wish to call the attention of the trucking industry in every city in the United States to the conditions of their business, which has been brought about by the large Transportation companies, which includes railroads as well as boats; their total disregard for the best interests of their patrons and the truckmen. They have continued to use both to their absolute advantage until to-day the truckmen are staggering under thirty-three per cent more expense than they should, if the transportation companies were obliged to give us fair treatment.

I want to cite one instance: A truckman in Boston was notified of the arrival of one hundred and seventy-five tons of Norway iron, and that same was ready for delivery. Teams were sent and the iron was in such a location that no team could get anywhere near the iron. This iron came in on the Hamburg-American Line, and the manager was called on the telephone and the only satisfaction obtained was that their contract called for Boston delivery and they were not obliged to deliver the iron in any place accessible, but as long as it was in Boston their responsibility ended, and if the iron was not moved it would go into the United States storage.

The truckmen were obliged to ship the iron by railroad out into the clear so they could get it for the merchant. The railroad freight was 50 cents per ton, and you can imagine the loss to the truckman. I cite this incident to show how thoroughly these large corporations have been allowed to wholly disregard everything and everybody except their own pocket book. Now what is the remedy for these conditions and why do they exist?

They exist first:—By the indisposition of the merchant and lack of co-operation of the merchant with the truckman. The merchant feels "I have a truckman and it is his duty to get my goods, and I have no time to give these things." The transportation officials see at a glance that the merchant apparently is not much interested, and they also see that the poor truckman is an easy prey for the big fellows, and the truckman does well if he can live. If the merchant would say to the truckman I will stand by you and will ship my freight any way you say, then the truckman would have one trump.

The Remedy:—Now, Mr. Truckman, try to get your merchant interested in their own behalf. Get together and protest against unfair exactions, stick together, and you will get some consideration; form an association or club, and get after fair treatment and you will get it. To-day in Boston the streets are congested and the truckman is using one-third more teams than would be necessary under fair conditions at the terminals. It has taken fifty or more years for these conditions to establish

themselves, and it will take some time to adjust them, but if we keep up the fight every day some one will profit by our work if we have gone hence.

I want to congratulate our Chamber of Commerce on their untiring efforts to relieve these conditions, which should never have existed. Trucking conditions in Boston as I understand them are as follows:

Highest price for horses.  
Highest price for hay.  
Highest price for grain.  
Highest price for labor.

Poorest conditions at terminals, both railroads and boats.

Let us change these conditions. I believe very few truckmen are making money, if any, in Boston, and if I am mistaken, any one who will send in his name as a money-maker, I will see that his name is printed in the next issue of the Review.

I want to give justice where justice belongs. The N. Y., N. H. & H. R. R. Company have shown a disposition to remedy some of the very bad conditions at the terminals and we have faith, though it may be like a grain of mustard seed at present, that they will continue their improvements until normal conditions exist in Boston.

One of the best things that I have ever seen in horse shoes is the Diamond Calk horseshoe. I want to recommend it to every truckman that reads this article, and who will find the shoe absolutely as recommended.

This is something that truckmen have long looked for. Sharp shoes when you want them are nearly a physical impossibility to obtain on account of crowded shops and changes in the weather. This calk the driver can change from dull calk to sharp calk in ten minutes, without the necessity of having a blacksmith. Going to a blacksmith shop, especially in slippery weather, is very expensive for truckmen, as it takes a long time to get horses shod on account of the rush, and after shoeing they last but very few days.

We have snow for two days and then clear pavements for perhaps a week. This will dull the calk of ordinary shoes so badly that the calks are of no use for the next freeze-up. With these calks, as soon as the ice is out of the streets, the calks can be changed to dull, which saves sharpening calks.

The old saying is that "the proof of the pudding is in the eating." I tried these calks first on one horse, and now am using them on all of my horses.

I do my own shoeing, and have had the opportunity of fitting these shoes for other teamsters who have found them as advantageous as I have.

The annual meeting of the Work Horse Parade Association was held at 15 Beacon street, on January 17. President Merwin presided. The following directors were elected:

Henry C. Merwin, president.  
Arthur Perrin, vice president.  
Francis Peabody, Jr., vice president.

Lewis A. Armistead, secretary.  
 Joshua Atwood, third treasurer.  
 George W. Harrington  
 John H. Jewett.  
 W. D. Quimby.  
 Dr. F. H. Rowley.  
 G. F. Stebbins.

The officers for the ensuing year were as follows:

Henry C. Merwin, president.  
 Arthur Perrin, vice president.  
 Francis Peabody, Jr., vice president.  
 Lewis A. Armistead, secretary.  
 Joshua Atwood, third treasurer.

General discussions were entered into in connection with the next parade to be held on the 30th of May, 1913, and also final arrangements for a smoke talk to be held at the Ford building.

There will be lantern slides and addresses given by H. C. Merwin, president, and by W. D. Quimby, on "Humane Harnessing of Horses and the Care of Horses." Dr. F. L. Boulger will speak on "General Conditions in the Care of Horses."

### New Street Paving Plan.

One of the most complex problems for a municipality of the size of New York is its street system and how best to maintain it under the pressure of great traffic. The wear and tear on the city streets is terrific, and engineers are constantly at work devising and testing materials that will stand the strain.

What appears to be a happy solution of reducing the cost was a novel method of paving a street in the Bronx, under the order of its Borough President, Cyrus C. Miller. Third avenue, between One Hundred and Fiftieth street and Tremont avenue, was repaved recently with the old blocks, which were split in two and relaid on a five-inch concrete foundation, and then bound with cement, making a most solid pavement.

President Miller says this manner of work saved the city approximately \$100,000, but more important is the fact that successful of Belgian blocks in this manner suggests further savings and use of material which heretofore has always been discarded to be sent to stone-crushing machines to enter into other uses.

### A Poor Horse Trade.

Probably the most unique exchange of property ever made, was that which was consummated in Justice McBride's court room, in Corunna, Mich., the other day, when William Stillion, after pleading guilty of cruelty to animals, traded his horse to John Vandusser for three spring chickens. Sentence was suspended on Stillion with the understanding that he get rid of the horse he had left. All those who know the horse believe that Vandusser got the short end of the deal.

## FEEDING HORSES IN CITIES.



A fifth of the mature horses in the United States are in the cities, according to statistics published by Clyde A. Waugh, in *The Country Gentleman*. The cost of keeping these animals will in a large measure determine whether or not the auto truck will replace many of them and consequently cut down the demand for horses to be used on the streets. The expense involved in caring for the other four-fifths is perhaps an even more im-

portant matter, for the greatest single expense item in the operation of an ordinary diversified farm is made up of horse labor. With the possible exception of the coarser roughages the cost of feeding a horse on the farm is approximately the same as in the city, and a ration that is economical and efficient for a certain type of animal is equally valuable in urban and in rural districts.

With these facts in mind the students in animal nutrition at Ohio State University have for several years been making a study of the feeding of horses in the stables in Columbus. The weights of the animals, the kind of work done, the stable accommodations and the actual rations fed were reported. Out of the 1,038 horses, 375 weighed more than 1,400 pounds each, 122 classed as drivers weighed less than 1,200 each, while the 541 between the upper and lower limits are classed as expressers. The cost of the rations is figured on a standard scale of prices, timothy being rated at \$23 a ton, clover at \$20, oilmeal at \$45, roots at \$6, bran at \$28, oat straw at \$8, corn at 60 cents a bushel, and oats at 50 cents.

The absence of variety was particularly noticeable. Only two stables used any roughage other than timothy hay the year round. Eight feeders cared nothing for palatability, giving nothing other than oats and timothy. Four others depended on corn, while twenty-five fed a mixture of the two grains named. Only nine used a grain ration made up of more than two feeds. A few mixed up a bran mash now and then, others used bran regularly, while now and then four or five threw in a pint of oilmeal.

The average cost of keeping horses in Columbus is 40.1 cents a day. Owing to carelessness or lack of skill in feeding the heavier express horses are fed for 2.4 cents a day less than the lighter drivers doing a smaller amount of work, one figure being 38 cents and the other 40.4 cents. The old agitation as to the much smaller feed bill for light horses seems disproved by the average



for the drafters of but 44 cents even when the very expensive ration given fifty stallions by an importing company is figured in with the others. No account has been made of the cost of stabling, interest, depreciation or labor.

There is a wide variation between \$89.02 and \$229.02 as the yearly cost of keeping a horse. The one was given to an underfed delivery horse. The ration was not efficient, and for that reason was not economical. The other, given to stallions, by a large importing company, where the aim is to get the animals in show condition as soon as possible, was efficient and perhaps economical, though the results might have been obtained at less expense.

Generally speaking, the concerns with the poorest accommodations, where the horses were given least care and where they appeared underfed, were the concerns that paid out the largest amounts for feed. This brings in the factors of good stabling, kind treatment, good grooming, and the individual horse, all of which must surely lend an influence in keeping down the amount of food required to maintain a horse in good condition. The breweries have the best lot of horses in the city. They receive fully as good treatment, are well groomed, stabled in well lighted and ventilated stalls, and appear to be sleek and well fed and to have plenty of spirit. They work hard, but their feed bills count up to less than those of any other class of heavy horses kept in the city.

I have obtained the best results from feeding my work teams one peck of cut hay with grain ration morning and noon, says L. J. Mederith, in Farm and Home. By practicing this method the horses have a comparatively small amount of freshly eaten hay to be digested while at work, and since the grain is more nutritious and more easily digested than the hay, the horse is well nourished throughout the day. At night feed a liberal amount of hay. This gives it an opportunity to work along in the intestines, where it is greatly reduced in bulk before active work the next day.

A hard worked horse needs about all the nourishment that he will take, and should have all the grain that he will eat promptly. It is the grain that nourishes, but hay must be fed to give the necessary bulk to meet the requirements of the digestive organs.

### **R. S. Brine Transportation Company.**

The annual meeting of R. S. Brine Transportation Company was held in New York January 8, last.

Financial statement was presented showing net earnings equivalent to twice the dividend requirements on the preferred stock.

Following directors were elected:

Isaac F. Woodbury, Hon. Edward G. Graves, William E. Carter, George F. Lawley, Edward Pierce, Theodore M. Plympton, Harrison Loring, Jr., Herbert W. Smith, Thomas F. Kelly, Robert S. Brine, Aubrey Hillard.

## **AMONG THE ASSOCIATIONS**

### **Chicago, Ill.**

Our association had a meeting on the evening of January 4, when we carried out the wish of the National Association by presenting a Silver Loving Cup to our former member, G. A. Probst, which cup was donated to him at the last national convention. I arranged for a little banquet at a prominent hotel and over twenty of our members attended, in addition some of our friends from the Chicago Team Owners' Association were present. Our worthy president, A. C. Le Baron, with a few well-chosen remarks presented the cup to Mr. Probst. Our fellows, not to be outdone by the National Association, presented Mr. Probst with a beautiful charm of the Knights of Columbus, suitably inscribed. The presentation speech for this was made by the writer. We had altogether a very interesting and enjoyable evening. Talks along association lines were made by Le Baron, Probst, Calahan, Chard, Etgrell, and Burkenfield. It really felt like old times to see all the old war horses of our association present on this occasion, to do honor to our friend Probst, who by the way, was almost overcome with all the kind words showered upon him. But I can assure you he was entitled to them all, as we of the Commission Team Owners' Association will miss most his wise council in the future.

Business along South Water street is very quiet just now, but that is expected. At our next meeting, January 18, we hope to take up the question of holding our annual banquet.

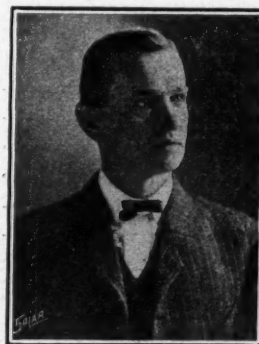
W. J. COLOHAN.

### **Probst Was Surprised.**

The following letter from Mr. Probst to the president of The National Team Owners' Association in regard to the above is quite interesting:

Dear Mr. Goldberg:

On Saturday evening, January the 4th I had the pleasure of again sitting at the table with my friends, the team owners of Chicago. After the feast I was presented with a loving cup, sent to me by the National Team Owners' Association, from the convention held last June at Cleveland.



GEORGE A. PROBST.

To say I appreciated this splendid gift from my friends, the team owners of America, is altogether too mild. I cannot find words to express myself as I would like.

I will place the cup in a conspicuous place in my home, where I can see it every day, and when looking at



it, will see the faces of my many friends I had the pleasure of making at the different conventions, too numerous to mention by name. I want them all to feel they will always find a friend in me, and I assure you I will always have a good word for the team owner, no matter where I find him.

My old Association, the Commission Team Owners also presented me with a beautiful watch charm on this occasion, which I certainly appreciate.

You see I have many things to be thankful for, and look back with pleasure to the years spent in the teaming business.

My new venture has been more than successful, and if the past season, (my first), is any criterion to go by, I will never regret the change.

The experience and education I received from the teaming business, has proved a big help to me in my new line.

I honestly believe that anyone who can make a success in the teaming business, can make a success in any business.

I hope the New Year will have many benefits in store for the National Association, that it will live long and prosper.

Again thanking the boys, yourself and the National Team Owners' Association for their kind remembrances, and hoping to meet them all again at some future time, I remain with best wishes to all,

Yours very sincerely,

GEO. A. PROBST.

### Cleveland, O.

The Cleveland Team Owners' Association elected their officers for the ensuing year at the last meeting as follows:

President—C. O'Brien.

Vice President—C. Deher.

Secretary—C. F. Becker.

Treasurer—D. L. Bevington.

Sergeant-at-Arms—A. Johnson.

Trustees—John Becker, R. J. Francis, Philip Kolb.

Our organization is in excellent condition, and I believe our new board will find plenty of work for next year as regards railroad matters, street cars, municipal authorities, fire insurance, etc. At our next meeting we expect to elect two rival teams to see who can bring in the most new members during six months. We have changed our headquarters, which are now located at the Forest City House. I received several nice remembrances of the season from President Goldberg, Secretary Tirre and Past Secretary N. T. Bancroft, which were greatly appreciated. I enclose the names of two new subscribers for The Team Owners Review.

C. F. BECKER, Secretary.

### Des Moines, Iowa.

Up to this time we have not been able to endeavor

to answer any correspondence, we have simply had a whirl of a strike here, but I will say we have the moral side and financial support of the Business Men's League of the city of Des Moines, which consists of the main business men and bankers of our city and from this on Des Moines will be known as an open shop town, and a man who wishes to work for the union will have to draw their money from the union side, as the business men will not tolerate having a man work for two masters.

It was with the greatest regret I was not able to attend the American Warehousemen's Association in your city, for more reasons than one. I wish to say also the majority of the Team Owners' Associations throughout the United States have sent us a resolution passed in their organization congratulating us in our stand for the general principle and also financial aid, but so far I have been able to cope with everything that has overcome us.

Business is not very thrifty at this time of the year at the best of times, and I must say I believe we are doing fully as much now as we did a year ago.

W. L. HINDS.

### Minneapolis, Minn.

The Draymen's Protective Association of Minneapolis, held its annual meeting last evening and wound up a very successful year. Our association now numbers fifty-two members, and is growing steadily, as others see the advantage of joining the association.

W. E. Stanchfield was elected president to serve for the ensuing year. J. D. Eckstrum, Vice President John Benz, treasurer and the undersigned, Secretary John McReavy and Ralph Thayer, were elected members of the executive committee. C. L. Swain was elected to serve as chairman of the Convention Committee, with power to appoint all sub-committees necessary to assist him. The convention preparations will start immediately and in my next letter I presume I can inform you what hotel has been selected by the local association as headquarters and perhaps send you a photograph of the same if you care to have it.

We very much appreciate the selection of the date, July 7th, for the holding of this convention, as it is a pleasanter season than a little earlier in June. The lakes and parks are at their best at that time and the weather is almost invariably good at that time of the year.

Both Minneapolis and St. Paul are anticipating a great deal of pleasure in entertaining the members of the National Team Owners' Association and their wives, and are planning to do everything that is possible to make the convention a success and see that every one has as good time as possible. St. Paul will without doubt join with us in entertaining and act with us as one association for the purpose.

I hope soon to be able to send you the photographs of some of our friends who will greet you all next summer.

W. M. BABCOCK, Secretary.

### Grand Rapids, Mich.

The Team Owners' Association of Grand Rapids, Mich., held their regular monthly meeting and smoker at the office of the Henry Scott Teaming Company, and nearly every firm was represented, as the matter of "Reducing Your Shoeing Bills" was brought up and solved by our association. We buy caulks ourselves, and by putting them on ourselves, our shoeing bills have been cut nearly in two, besides our teams are not tied up in a blacksmith shop for two to five hours, with a holler from some patron that "the time was incorrect," when the month rolled around.

We are using the Diamond Caulks that are manufactured in Duluth, Minn., and find them all they claim for them and anyone can put in fresh caulks, and in our city where they do not cart away all the snow, it works out fine. It seems to us that these people should advertise in your paper, as there are many, perhaps, that do not know how far the shoe mentioned excels others.

EVERETT M. RADCLIFFE, Secretary.

### NOW IT IS KING ALFALFA.

Corn has been considered king, but these two previous seasons, with a shortage of rainfall, have proved alfalfa more productive. Corn having one time each season to make its crop cannot compete with a crop having from four to six chances, as has alfalfa.

Alfalfa has from early spring to late fall to make its crops, and its deep root system prevents drought from having any very vital effect on it. Its roots in old fields have been found 20 feet deep, seeking moisture.

A proper seeding of alfalfa will stand for from five to seven years. About 18 pounds of seed is required at each seeding, which will cost \$2.70 per acre when seed is selling at \$15 a hundredweight. To seed this same area to corn six years with \$4 corn will cost \$3 an acre.

Preparing a seed bed for corn six times is much higher than once for alfalfa. Cultivation is also cheaper with alfalfa. Harvesting a crop of alfalfa yielding five tons an acre will cost near \$3.10, and harvesting a crop of corn and stover will cost \$3.25 an acre, or 15 cents more than alfalfa.

Alfalfa is one of our most effective soil builders, while corn is our most effective soil miner; therefore I liken the man who grows alfalfa to the character in St. Matthew who received the five talents, and the man who grows corn to the one who received one, and who digged and hid it.

Alfalfa adds nitrogen and humus, while corn takes both away. Cultivating corn as we do burns out the humus and uses the nitrogen content. Also many bene-

ficial bacteria are killed by the soil receiving the extra amount of sun's rays. It causes the compact subsoil known as "plow pan," unless we subsoil.

Corn can be used as grain, hay, or ensilage. Alfalfa can be utilized in the form of hay, silage, or we may often harvest it as grain, which more than equals the practice of making it into hay. It is not profitable to pasture corn only as we hog it down, and then we lose the stover, but alfalfa is one of our best pasture crops, when handled correctly.

Any crop, when ready to feed, is really only food elements which are in a form more or less palatable, and in a more available form than when found in either the soil or the air. Nitrogen is our highest priced element. Alfalfa, unlike corn, can get this nitrogen from the air in very large quantities. As it is our most expensive element, and as it is a valuable muscle producer, it will be taken as a basis for our calculations.

The only reason why alfalfa is not king in the mind of most farmers is because few know the most successful methods of handling the crop, while everyone who can farm can grow corn in at least a rude way. But if we would figure out the cost of producing a crop, \$12.50 an acre, we would find that not all who grow corn are successful. Very little of the land in corn grows as successfully as some land does alfalfa. Alfalfa is responsible for many satisfied farmers.

### How a Horse Saved His Foot.

In 1872, says the Rev. W. A. Robinson, I was in charge, as pastor, of a circuit of eight appointments in southern Ohio, which made the service of my horse, "Celim," a bright bay, indispensable. On one Sunday afternoon, as I was speeding him along the pike, heading for my home, ten miles distant, he cast a front shoe. I knew that to drive him home in that condition would ruin his foot, but it was Sunday and no smith-shop was available, and yet I felt I must reach my home that night.

It chanced that I had a pair of Arctic rubbers in my buggy and fishing around in my pocket I found a cord and bound one of those rubbers about the foot of the horse. He seemed to appreciate what I was doing.

It grew very dark before I reached the end of my journey and I could hardly see my hand before me. Suddenly, as I was forging along in the darkness, the horse stopped. I could not see why, but alighting from the buggy, stepped around to the side which I had shod with my shoe and the instant I came up to it he lifted up his foot.

The string had come untied and in another minute his shoe would have been gone. I secured it afresh and had no further trouble. It ruined the shoe, but saved the foot.

If he had been a child he could not have more certainly said, "Please come and tie my shoe."



## :: Motor Truck Owners Review ::

In this department we invite team owners to give their opinion on the motor truck.

### Motor Trucks Increasing Phenomenally.

Few persons have any idea how rapidly gasoline and electric delivery wagons and trucks are coming into use throughout the country. In Massachusetts the registrations increased from 2,189 on September 1, 1911, to 3,560 on the same date in 1912—an increase of 1,371, or 62½ per cent. In Washington, D. C., there are now 500 motor trucks and wagons, where a year ago there were 218, and in Los Angeles, California, where there were 70 a year ago, there were nearly 1,300 on November 1, 1912, an increase of more than 1,700 per cent. There has been a 120 per cent increase in Chicago in the last year, with 2,094 trucks registered in September as compared with 800 registered in May, 1911.

There are estimated to be 50,000 in use in America at the present time, and basing prediction upon the increases shown, the number will be nearly doubled during the year 1913. There are indications on every hand that business men are at last convinced of the reliability, superior efficiency and economy of the motor wagon in its many forms and are now converting their horses and wagons into motor equipment as fast as conditions permit. Express companies, contract delivery and transportation companies, storage warehouses, department and dry goods stores, city fire, police and street departments, brewers and coal dealers, are especially active just now in placing large orders for motor trucks. The Adams Express Company is now operating 485 motor wagons in different cities and the American Express uses 352. Altogether, the five leading express companies have 968 in service. Other large fleets are the New York Edisons Company's 104; Gimbel Brothers' 100; Jacob Ruppert Brewing Company's 81; Western Electric Company's 63; Texas Oil Company's 53; James A. Hearn & Company's 73; Peter Doelger's 57; Burns Brothers' 21 ten-ton coal trucks, and many others that might be enumerated.

Manufacture of commercial cars has kept fully abreast of the demand for them, so that there is a much larger number of makes in all sizes from 500 pounds up to five tons' capacity to select from than there were even so recently as last winter. There has been a decided increase in the number of new models in the smaller sizes, particularly in the 1,500-pound one-ton, and 3,000 pound capacity machines, in both the gasoline and electric types. There is a disposition on the part of the manufacturer to meet the requirements of the user, not only in the capacity of the machine, but also in the matter of special body construction to adapt it to any line

of trade from millinery to contracting, and from undertaking to fire department service.

All of the new models of the best makes of trucks, incorporating such recent improvements as self-starters, demountable and automatic dump bodies, left side steer and center control, differential locks, worm drive, shaft drive in electric vehicles, sealed speed governors, spring-supported power plants, demountable tires, and so on, will be brought together for easy inspection and comparison at the Chicago Automobile Show, the second week of which, from February 10 to 15, is reserved for the exhibition of commercial cars and accessories exclusively. This offers the only chance of the year to see seventy-five or more different makes in one city at the same time, and consequently the only opportunity to get posted on all of the improvements of the year and the wide range that is offered for selection in sizes, construction and prices.

### The 1912 Equipment Orders.

As compared with 1911 the number of cars and locomotives built or completed in 1912 shows a favorable increase, but compared to other years it is less favorable. The total number of cars built has been exceeded in five of the last fourteen years. The returns indicate that the total number of freight cars built in 1912 was 152,429; passenger cars, 3,060, and locomotives, 4,915. The figures for 1911 were 72,161 freight cars, 4,246 passenger cars, and 3,530 locomotives.

The buying movement has been most satisfactory throughout the year, in spite of the prices which are now higher than they have been since 1906. The predictions of a gigantic crop and an accompanying car shortage such as that in 1907 forced the railroads to flood the market with orders as long as delivery could be promised in time to handle the fall traffic. After that the volume of orders was again reduced to a more normal level.

The following figures, compiled by the Railway Age Gazette, give the freight and passenger car and locomotive output for the past decade:

Year	Freight	Pass.	Loc.
1912 .....	152,429	3,060	4,915
1911 .....	72,161	4,246	3,530
1910 .....	180,945	4,412	4,755
1909 .....	93,570	2,849	2,887
1908 .....	76,555	1,716	2,342
1907 .....	284,188	5,457	7,362
1906 .....	240,503	3,167	6,952
1905 .....	165,155	2,551	5,491
1904 .....	60,806	2,144	3,411
1903 .....	153,195	2,007	5,152
1902 .....	162,599	1,948	4,070

USE ONLY **U. S. HAMES**—THEY ARE STANDARD QUALITY



### Motor Truck Hauls Forty-five Tons.

Forty-five tons were hauled from the Municipal building, at City Hall, to Sixty-seventh street and the East river, by a hydraulic truck. The truck itself, weighing  $4\frac{1}{2}$  tons, was loaded with six tons of boiler fittings; behind was attached a wagon weighing  $12\frac{1}{4}$  tons and carrying a boiler weighing 22 tons. At least 20 horses would have been required to haul this load. These 20 horses might have effectively blocked all traffic while they were passing. This motor truck is only 20 feet long, so that there were over 230 feet of street space saved. Further than that the run was made with the truck in half the time that horses would have taken, and that means that the streets were in use only half as long.

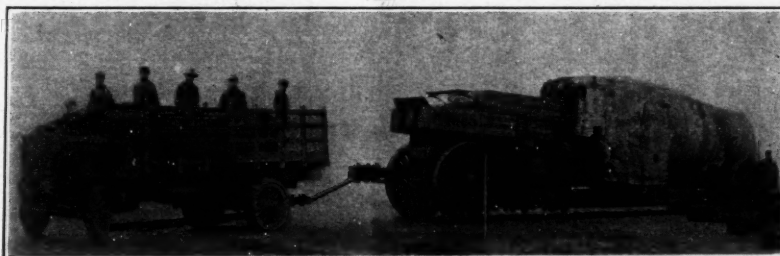
This run proves that the hauling of heavy materials through the streets of New York and other cities by heavy motor trucks with or without trailers is of an advantage not only to the people who use the trucks, but also to the people who use the streets. In large cities, if it were not for the motor truck the increase of traffic is so great that in a very short time the streets would be

out upon the streets a proper inspection would have revealed an obvious defect in the running gear, and such an inspection was not made or if made, the defect was overlooked, and as a result an accident occurred, the defendants cannot say the accident was unavoidable.

The circumstances of street travel at the present time require a much greater degree of care, both on the part of pedestrians and drivers of vehicles, than was required 20 or even 10 years ago, and it is almost imperative on the part of the owner of a modern self-propelled vehicle that the steering gear be kept in such a condition that the machine shall go where the driver intends it to go.

It is useless to say that the accident in this case was unavoidable, because, the defendants' own testimony shows that if the nut, bolt and cotter pin had been inspected that morning their worn condition would have been discovered and they could easily have been replaced, and if as I said before the inspector saw them and took chances, or failed to see them, the fault is with the defendants.

This is not a case of injuries arising from defective machinery in a mill or upon private property, but an accident happening on a public highway, where life and limb are every moment exposed to the peril of machines which dart hither and thither, their direction and speed



impassable and the adoption of the motor truck generally, to supersede horses, for all hauling work is going to do more to clear the streets of the city and make easy the work of the traffic end of the police department than any other single factor. This is being proven daily by the many automobile trucks moving along the streets that are taking the places of two or three teams of horses with their wagons. It is unusual, however, to see a single motor truck do the work of 20 horses.

The hauling was done by the Howes Transportation & Contracting Company, with a truck furnished by the Hydraulic Truck Sales Company, of New York.

### Important Decision.

A decision was handed down by Judge R. A. Kennedy, in the Allegheny county court at Pittsburgh, Pa., on January 23, last, which is of great importance to all motor truck owners. The court said:

It is of vital interest to the public at large that the steering gear of a heavy automobile or truck, which can wander at the will of the driver all over the highway, from side to side, veering, turning and twisting in all directions and running, as they frequently do, at a high rate of speed, should be in a high, if not the highest, degree of efficiency and if before starting such a machine

controlled solely by machinery under the control of the operator, and if accidents can be averted by proper care and inspection on the part of the owner or driver of the machine, it is but due to the traveling public that such care be taken and inspection made.

A claim had been made for damages by the owner of a wagon as the result of his wagon having been struck and damages by an auto truck.

### January Motor Truck Show in New York.

Seventy or more different makes of motor trucks and delivery wagons were exhibited in the commercial vehicle section of the Thirteenth National Automobile Show, held in New York City, from January 11 to 25. The second week of the show was set aside for the exclusive display of motor cars for industrial, commercial, municipal and federal service, and of motor car parts, equipment and supplies. There were about 200 exhibitors of accessories.

To house this great exhibition it was necessary to secure the use of the magnificent new Grand Central Palace in addition to Madison Square Garden. All of the exhibition space on the three levels in both buildings was completely filled, making this show more than twice as large as any other industrial exhibition held

anywhere in America, except in the automobile industry.

Among the 70 manufacturers who exhibited were a full score that never have made displays in the East before. Half of this number were new makers who are putting their vehicles on the market for the first time, although the machines in most cases have been designed by engineers who have been associated with old companies and had years of experience in the commercial car line. The other 10 companies were middle western manufacturers who introduce their machines to the eastern market after they proved their worth in several years' service in the central and western States.

The show this winter was larger and more diversified than ever before. In addition to the new makes of trucks, there were many new models brought out by the old established makers, who extended their lines by adding machines of larger and smaller capacity than their previous models, enabling them to fill all the requirements of their customers. Quite a number of manufacturers' lines included half a dozen or more models ranging from 1,000 pounds to five tons, and in several cases up to seven and even 10 tons' capacity.

### **The Mechanical Horse.**

A real "mechanical horse" is being experimented with abroad. It is a "tractor" that is easily hitched to any horse-drawn vehicle, just as a team of horses may be, and combines all the advantages of the horse with those of the auto truck at an exceedingly low price. The outfit comprises a steel bar and coupler and sprocket wheels designed to be attached to the wheels and tongue of the wagon. There is only one wheel on the "horse," and that is at the front, the most of the support for the tractor depending upon the front wagon wheels, by which it is driven. The engine, mounted under the front hood as in an automobile, is of 40 to 50 horsepower, and drives the wagon at a speed of from eight to 30 miles an hour, the latter speed only being used when it is designed for fire-engine service. The front wheel is used to steer by, and it allows a turn being made at an angle of 85 degrees, thus giving remarkable turning ability in narrow streets. One of the greatest advantages of the "mechanical horse" is the fact that it may be kept constantly at work while unloading or loading is going on.

### **Horse and Automobile.**

There are distinctly two sides to the question of the horse and the automobile. On the one hand, in some localities the automobile has, no doubt, displaced the horse to a very great extent. In Kansas, for illustration, according to the tax commission, 67,000 horses were dropped from the tax rolls of the State between March 1, 1908, and March 1, 1912. They were displaced by 18,000 automobiles. At all events this is the report, although we very much doubt that this number of automobiles can do the work of the larger number of horses.

Around Topeka, Kan., alone, there are said to be 70 farm trucks in constant operation. In western Kansas, where there are large farms, traction engines and motor trucks do practically all the farm work, such as plowing, cultivating the fields and hauling the products to the railroad station for shipment.

On the other hand, the Department of Agriculture at Washington has issued a bulletin over the signature of Secretary Wilson, which states, among other interesting information, that since the automobile came into existence the number of horses in the country has increased by a third and the price has more than doubled. This government bulletin, of course, is practically correct. Just prior to the time that automobiles were invented, there were something over 18,000,000 horses in the country, but in 1910 the number had increased to over 21,000,000. The price at the earlier period averaged \$47 each, and the average price in 1910 was \$108 each. The same increase is shown in the case of the mule, which has also increased in number and price since 1894 about 50 per cent. Moreover, strange as it may seem, where automobiles are most common the price of horses is the highest. This is the case in Michigan, Ohio, Indiana, Illinois and Wisconsin, which are among the best farming States in the country and where automobiles are in most common use, yet the average price of horses there is \$124 each, which is considerably above the average for the entire country.—Blacksmith and Wheelwright.

### **CHICAGO TRUCK EXHIBIT.**

The management of the Chicago Automobile Show, held annually in the Coliseum and First Regiment Armory, and scheduled for February 1, to 15, 1913, has always been conservative in its advance statements concerning its scheme of decoration and equipment. It has established a reputation for doing the thing in more pleasing style than has been accomplished at any other show, and therefore prefers to furnish an annual surprise and allow the public and the exhibitors to draw their own conclusions as to its merits. The result has been that ever since the introduction of the plan of uniform decoration, in which the Chicago show was the pioneer, the Chicago show has been voted to surpass any other.

It has been the policy of the management to present some completely new plan each season and so far there has never been a duplication of an earlier effort. This year will prove no exception to the rule. Both of the buildings will be decorated in a manner never before attempted in any exposition building, and, to accomplish this result, the management will make use of material previously used only in connection with the Chicago show and then only in an experimental way.

Strangely enough, the New York show management



has hit upon a name for its scheme which, but for that fact, would have been applied at Chicago. It is to be known as the Crystal Palace. The plans will, nevertheless, be entirely dissimilar. The Chicago plan will run rather to Cathedral glass and stained window effects than to crystal.

The extremely ornate effects which have been such marked features of the center of the Coliseum in the past will give way to more imposing over-head effects. The principal features of the decorative scheme will be found in the ceiling and on the balcony front. Extending from side to side and end to end, completely enveloping roof, girders and every particle of the over-head construction of the building will be a gorgeous painting of which the principal feature will be 26 stained glass windows, each 22 feet square. Each window will be of separate design, in each case a reproduction of some classic work of art. These will be so brilliantly illuminated as to stand out in strong contrast with the remainder of the ceiling, and this despite the fact that the entire building will be as brilliantly illuminated as heretofore. Tests of the scheme already made in the building go to prove that the effect will be the most remarkable of its kind.

The balcony front, a length of 1,000 feet and to a depth of about 10 feet, will be similarly treated, but the pictures will be of rural scenes. There will be three of these in each of the 26 sections between the girders of the building. All of the pictures will be framed in massive settings, forming a scene at once impressive, dignified and pleasing.

Beneath the balcony the walls will be paneled in mahogany frames enclosing plate glass mirrors which will be used extensively also in the ceiling above them. It was from this feature that the show might have properly taken the name of the Crystal Palace. Mirrors will be used in profusion though care has been taken that they shall not offend good taste. In addition to the walls and ceiling they will adorn massive posts erected below the balcony to disguise the iron girders which support the roof and gallery. These columns will, of course, be ornate and in keeping with the scenes above them.

Simplicity will mark the decorative features in the center of the building and simple lighting effects will be the predominating feature. Ornamental posts will mark the dividing lines of the spaces and each post will support a cluster of perfectly white 12- and 15-inch electrically-lighted globes, designed rather for ornament than illumination. Somewhat similar posts will support the exhibitors' signs which will be of the same general effect as the windows in the ceiling and on the balcony front, and will, of course, be illuminated from the inside and will furthermore, be encased in white globes similar to those at the dividing lines. The dividing lines of the spaces, at the aisle front, will be

marked by ornamental pillars, each bearing a sign denoting the name of the product of the space occupant.

Other parts of the building will receive equally careful attention. The annex will be completely dressed in new material, one feature of which will be the mirrored panels of the posts and walls. The effect of these, as shown by experiment, will be to give the building an appearance of greater size as well as beautifying the surroundings.

Particular attention is to be paid to the decoration of the armory this season because of the fact that the makers of electric vehicles voluntarily relinquished their claim to space in the larger building in order that all makers of vehicles of that class might be in the same part of the show. They will occupy three-quarters of the center of the main floor and make such an exhibit of electric cars as has never been gathered under one roof. The remainder of the floor will be occupied by gasoline vehicles, as heretofore.

Those who have been familiar with the lofty roof of the armory will hardly recognize the building in its new dress. To all intents and purposes the roof will have been lowered 30 feet, making a far more roomy building. It will apparently be completely roofed by a stained glass window, of beautiful design, nearly 100 feet wide and 150 feet long. Below this all the balconies, except the first, will be hidden by a painted drapery. The upper part of the first balcony, on which exhibits are located, will be richly ornamented, the crowning piece in each section being a cluster of 12-inch globes. The walls and ceiling will be dressed in paneled scenery and real flowers to such an extent that nothing else will be visible. Hanging baskets of flowers, each basket 10 feet in diameter, will hang over the center of the floor and below them, mounted on pillars similar to those in the Coliseum, will be ornamental globes and transparent signs, which will also form a feature of the decoration of the balcony front.

The lighting of an automobile show is a serious question. The show requires about twice as much light as the ordinary exhibition because of the deep colors of the cars and the enormous attendance of spectators. This year the center of the Coliseum will be illuminated by 144 arc lamps, each hung individually. This arrangement is necessary both as a part of the decorative scheme and to insure uniformity of lighting. Each arc will be incased in stained glass to correspond with the ceiling and other features.

The show now has 103 exhibits of passenger cars, 73 of commercial cars and about 250 of accessories. There are 12 applications from makers of passenger cars, an equal number from makers of commercial cars and nearly 100 from makers of accessories on the waiting list.

## NEW YORK TERMINALS.

BY CALVIN TOMKINS, Commissioner of Docks.

Completion of the Panama Canal and the Erie Canal improvements will add greatly to New York's importance as a seaport. Other ports have been making preparations for new business which they anticipate as a consequence of piercing the isthmus. New York alone has failed to respond promptly to the responsibilities which are coming to it. Over thirty applications from railroads, steamship, and other marine companies have been on file awaiting the city's attention for many months. In addition to loss of commerce, the protracted delay has seriously injured industrial development at New York.

It is not generally recognized that one-eighth in value of the manufactures of the United States are produced in New York and New Jersey districts of the port, and the need for articulating all of the factories in the metropolitan district, with all lines of transportation, so that cheap switching charges shall be substituted for expensive transfer charges between carriers, is becoming more and more apparent in proportion, as Boston, Baltimore, Philadelphia, Montreal, New Orleans and San Francisco are attaining this desired end.

A few years ago there were less than five miles of marginal railroad privately controlled at the port of New Orleans and transfers between carriers over this small extent of trackage frequently aggregated \$15 per car. Now there are eighteen miles of terminal railroad, publicly owned and operated, and the transfer charge has been reduced to \$2 per car.

### THE PROBLEM OF TERMINALS.

Contrary to the general impression, port organization at New York and elsewhere virtually means reorganization of railroad terminals and the construction of public marginal railroads back of the docks, over which traffic shall circulate in as public and unobstructed a manner as the marine traffic circulates on the water in front of the docks.

James J. Hill, in a recent address, stated that what is needed is a greater movement of cars, which can only be attained by enlarging municipal terminals so that obstruction will cease. The city terminals of the railroads acquired in former years have been outgrown, and the cost of acquiring additional city real estate and the difficulties incident to changing city plans for any one road, at present, afford almost insuperable obstacles to terminal enlargement. In short, the railroads by themselves can no longer solve this problem and provide the larger terminals which Mr. Hill properly says are necessary to avoid railroad freight blockades. The cities themselves must adopt comprehensive terminal plans, not for individual roads, but for all roads, so as to make all parts of the harbor and all the factories accessible at slight expense to all the carrier.

The day for individualistic railroad terminals has ceased. Such terminals, planned as competitive traffic getters, have become too expensive a luxury to charge upon the earnings of the main stem. None are self-sustaining, and all are made targets for excessive taxation as soon as developed.

In my judgment, public railroad terminals must soon be substituted for private terminals. This is in accordance with the general principle of public ownership of the water-front, which is rapidly progressing at all seaports, and is a necessary consequence of the merciless competition between them. Only by the elimination of private profit in handling commodities at the waterfront can a port attain its maximum efficiency, and this statement is as applicable to railroad terminals as to private steamship terminals.

The city should be willing, on the request of any railroad or steamship company, to provide the terminal facilities necessary for that carrier, on the assurance of obtaining a rental which will provide interest and amortization charges, and with the understanding that such terminals shall be co-ordinated in the best manner with other public and private terminals of the port. I do not think President Hill's requirements can be met in any other way. Certainly the railroads, with their other responsibilities, are not in a position to act.

### WAIT ON COURT'S DECISION.

One reason for the city's delay is its dependence for improvement plans upon the release of credit, based upon self-sustaining dock bonds. It is expected that the Appellate Division will determine the precise amount of this exemption in the near future, when improvements can proceed in accordance with plans already made.

The city has declared its intention, if necessary, to meet the Federal Government's pier-line requirements by constructing piers costing \$5,000,000 each between Forty-fourth and Fifty-sixth streets, North river; but, if the pierhead line shall be extended downtown, coincidentally with the construction of a marginal freight railroad system, such as the Dock Department has recommended, it will be possible to build long piers in the lower section, at an approximate cost of \$500,000 each without expensive inshore excavation. It is to be expected that the city and Federal Government will soon reach a conclusion in this important matter. The city's delay in adopting a comprehensive West Side terminal plan is undoubtedly the principal reason for the delay of the Secretary of War in announcing his determination in this matter.

New York is naturally the cheapest and best wholesale market in the world, but terminal and distribution costs, due to inefficient organization, have made it, partly as a consequence of bad physical planning and partly from trade conspiracies, one of the most expensive in the world. With railroad tracks brought into term-



inal markets along the east side of the marginal way in Manhattan, as planned by the Dock Department, food products can be consigned to city auctioneers in such markets, and sold on an unrestricted, competitive basis without additional expense due to the machinations of unnecessary middlemen. Borough President Cyrus C. Miller's recommendations in this regard are deserving of special consideration. The Dock Department's plans contemplate the establishment of such markets, the termination of the New York Central's surface-track nuisance, the termination of expense congestion at railroad waterfront terminals, and the release of the railroad terminals at the waterfront for steamship uses; all dependent, however, upon the adoption of the principle of the marginal railway to the West Side of Manhattan.

#### POSITION OF JERSEY RAILROADS.

Should the city, at its expense, modernize the New York Central's terminals by the construction of an elevated marginal freight way, it will have created the best terminals possible for the one line of railroad tracks—the New York Central's—reaching it from the west. The co-ordination of such terminal facilities will force competitors of this line, namely, the New Jersey roads, to similarly modernize their terminals in Manhattan by making connections with the marginal road and conducting their terminal business at stations, which they will acquire on the east side of the marginal way.

This, of course, entails large expense upon six great railroad systems terminating in New Jersey, disrupts their present arrangements, and naturally they strenuously oppose the change. The New York Central can make a public appeal in favor of modernizing its own terminals, because it is in the public interest. New Jersey roads are not in a position to object to this, because they have no ground on which to rest an argument.

Nevertheless, for the reasons above stated, they are most vigorously, but not in a public manner, opposing the Dock Department's plans for the modernization of the "Central's" terminals. So long as the city submits to this obstructive delay, so long will it delay the adoption of a comprehensive plan and policy for the port. The virtual adoption of the marginal railroad principle by the Board of Estimate at South Brooklyn insures its ultimate application to the West Side of Manhattan, where the worst and most extravagant congestion exists.

The added values given to real estate by railroad connections to industrial buildings along the West Side of the city will add enormously to the city's tax receipts, and so make possible other public improvements. Manhattan must be linked to New Jersey by freight tunnels under the Hudson river or by bridges over it, so that it may become a part of the Continent.

Modernization of the New York Central terminals will create conditions under which it will be absolutely

necessary for the New Jersey roads in some way, and in co-operation with the communities on each side of the river, to build such tunnels. There is no sentimentality about this forcing process, but it is sound business common sense for the city of New York to confront the New Jersey roads with modern terminal conditions at Manhattan which they must meet.

#### FREE FROM POLITICS.

The counter suggestion that the continental tracks of the Central should be terminated at Thirtieth street, before entering the wholesale commercial district of Manhattan, is a preposterous absurdity, which no practical-minded citizen, having the interest of New York at heart, can for a moment entertain.

Port organization at New York should be considered in an impersonal and non-political manner. Republican leaders and the local Democratic organization have co-operated with the Dock Department to this end, during the last two years, and more and more it is coming to be recognized that good citizenship demands the establishment of a sound public opinion on port development, uninfluenced by petty personal or political considerations.

A comprehensive plan and policy for the development and administration of the port is a matter of national, rather than of merely city, concern, since more than one-half of the entire foreign commerce of the country, including that of its three sea coasts and Canadian frontier, passes through this port.

The Legislature has granted the city full power, the forty years' savings of the Dock Department afford the credit, and the physical plans for development have been prepared by the Dock Department and are awaiting adoption or modification by the city. Rival seaports have taken advantage of New York's inertia to build up their trade, but our natural opportunities are so exceptional that we can quickly recover lost ground whenever we shall make the effort.—Evening Post.

#### THE PARCELS POST.

At 12:01 o'clock on January 1, last the Government placed in operation the parcels post system, the working details of which have been in the making since last August. By many the inauguration of the parcels post system is regarded as a long step in the direction of Government acquisition of the express companies. Prominently among those of this belief is Postmaster-General Hitchcock, who believes that the Government should not hesitate in the acquisition of the express companies. The express companies, according to the Postmaster-General, should be taken over on a basis of payment of the full value of their property and equipment as they stand at the present time. On such a basis injury to the small holder of express company securities will be avoided, he believes.

Establishment of the parcels post will ultimately

have the effect of further reducing the express rates, according to Mr. Hitchcock, since the express companies will have Federal and State taxes to pay, while the post-office service will be exempt from all taxation and, in addition, will not have to worry about earning money for the payment of dividends. In other words, the parcels post will be operated at cost.

Insofar as the parcels post service may be compared with the express service—that is up to the weight limit of eleven pounds per package—the postal rate will be considerably lower. Hitherto the government's charge has been practically prohibitive, amounting to one cent per ounce, and the express companies in consequence absorbed most of this lucrative traffic. In the arrangement of the parcel post system, a limitation of eleven pounds in weight and 72 inches in circumference was imposed.

Generally speaking, the parcels post rates are lower than the present rates for distances over 300 miles, but when compared with the new graduated express rates formulated by the Interstate Commerce Commission they do not indicate any very great advantage except on packages up to four pounds for long distances and on packages of from four to seven pounds on distances of from 50 miles to 300 miles. In many cases the advantage of the parcels post rate ceases when the package weighs more than three pounds.

One of the disadvantages in connection with the use of the parcels post is that the parcel must be delivered to the post office station or sub-station, a condition which, in large cities like New York, will constitute a large factor in favor of the express companies whose rates include the cost of the pick-up service. Under the present graduated charges of the express companies for light weight packages, which has been scored by the Commission as extortionate, the post office would probably receive the bulk of the business offered by the public, but under the revised express rates, it is questionable whether the post office will share in the business to anything like that degree. The merchant and manufacturer will certainly consider the matters of receipt, risk and inconvenience before delivering his merchandise to the post office in preference to the express companies, which give receipts and on shipments up to \$50 in value automatically assure risk in transit.

To facilitate the fixing of parcels post rates on the basis of distance, the country was divided into eight theoretical zones which in turn were subdivided into squares whose sides measured one-half of a geographical degree. Altogether there are 3,332 of these squares. Taking New York as a center, a circle with a radius of 50 miles represents the first zone; another circle, from the same center, with a radius of 150 miles represents the second zone; and so on the succeeding zones up to the eighth, have respectively a radius of 300, 600, 1,000, 1,400 and 1,800 miles, while the eighth zone includes

everything lying beyond the seventh. The square in which Philadelphia for instance, is located, has a zone system of its own and similarly other cities throughout the country and as each square has its own zone system and as there are 3,332 squares it follows that there are 3,332 distinct systems of zones for each of which the post office will supply a chart for public and official use.

These maps are exactly alike with the exception that the concentric zone circles are drawn from different centers. The squares in all of them are the same, each having its number. For the new service a special series of stamps has been printed and will be available at all stations. They are of 12 denominations, as follows; 1c, 2c, 3c, 4c, 5c, 10c, 15c, 20c, 25c, 50c, 75c, \$1.00. All parcels including those weighing four ounces or less will be required to bear the above stamps of proper denomination. In addition to the above there has been printed a series of "postage due" stamps in five denominations.

The following tabulation will afford an idea of the application of the new parcels post rates on the zone system, which has been devised:

	1-Lb.	5-Lbs.	8-Lbs.	11-Lbs.
Local rate .....	\$0.05	\$0.09	\$0.12	\$0.15
Zone 1 .....	0.05	0.17	0.26	0.35
Zone 2 .....	0.06	0.22	0.34	0.46
Zone 3 .....	0.07	0.27	0.42	0.57
Zone 4 .....	0.08	0.32	0.50	0.68
Zone 5 .....	0.09	0.37	0.58	0.79
Zone 6 .....	0.10	0.46	0.73	1.00
Zone 7 .....	0.11	0.51	0.81	1.11
Zone 8 .....	0.12	0.60	0.96	1.32

The local rate applies to deliveries by carriers starting from the post office where the package was mailed. It applies similarly to deliveries made by rural route carriers.

The new system will be of material advantage to the farmer and the country storekeeper as well as jobbers and mail order houses. Mail order houses have made especially big preparations in anticipation of the new service and one plan they are said to have in view is the shipment of large numbers of packages by freight to central distributing points, whence they will be forwarded by the parcels post at the low short distance rates.

Postmasters throughout the country have been instructed to keep close tallies on the first fifteen days and the first thirty days of the new business done, so that some basis for estimating the relative proportion of receipts to expenditures may be obtained.

Express company officials generally, despite the stories from time to time crediting them with expressions of opinions regarding the comparative values of the parcels post and the express service under the revised rate schedules proposed by the Interstate Commerce Commission, have not expressed any opinions for the simple reason that no basis exists as yet upon which comparison may be made. The Commission itself showed



its appreciation of this fact when it extended the time about a week ago for final arguments on the rates by the express companies, by sixty days, so as to afford the express company statisticians and the Government officials time and a basis to make the computations necessary to establish the fairness, or the lack of it, of the proposed new rates.

The story emanating from Chicago, that the express companies are not preparing to cut their rates on the light weight business in order to meet the competition of the parcels post, is also generally discredited by officials for the existing rates will undoubtedly be cut by the Commission, but until the extent of this revision downward is finally determined by the Commission the latter are not likely to engage in rate revision to meet parcels post competition.

### Girl Beats Driver.

Miss Wilhelmina Martense, of 1390 Crescent avenue, Brooklyn, while strolling with a friend, saw a crowd of men and boys gathered threateningly around a wagon at the foot of the steep Bedford avenue hill, at Malbone street.

As she approached the spot she saw a driver, ap-

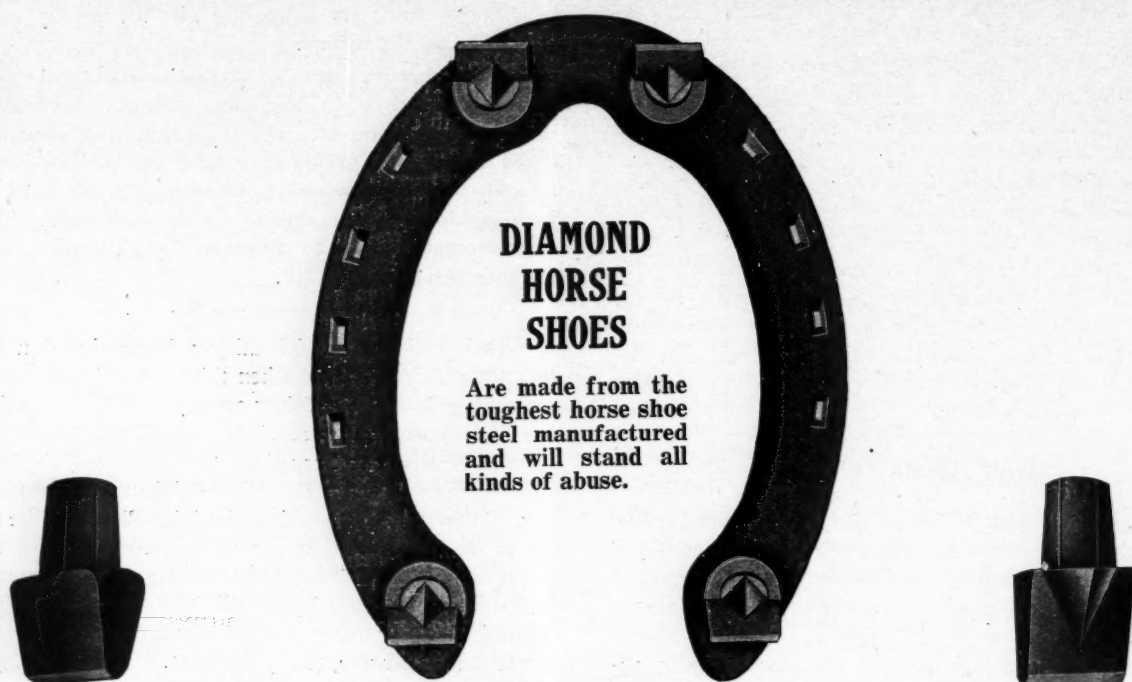
parently in a fit of anger, lashing with all his strength a lame horse, which was struggling with the heavily loaded wagon up the incline.

Pushing her way through the hesitating crowd, Miss Martense snatched the big whip from the driver and rained blows on his face and shoulders. She then ordered the driver to get off the wagon and lead the horse around the hill, brandishing the whip over his head to impress him with the urgency of her command. The driver complied with the young woman's directions and she then resumed her walk.

Teasing, tickling and beating a horse should never be allowed. Very often, when the team is being rested for a few minutes, the driver amuses himself by teasing them. Horses are very sensitive animals, and such treatment only serves to keep them "on edge" and deprives them of the rest which the driver thinks they are enjoying. They seldom appreciate the joke. It would be far better if the driver's time were employed raising the collar off the heated shoulders, pulling away the mane and rubbing the perspiration off from under the collar. Beating tends to make the horse vicious, and a vicious horse is troublesome, to say the least.



Traffic Improvements in Pittsburgh, Pa.—This bridge has the second largest concrete span in the world.



DIAMOND HORSE SHOES

# Diamond Calks

TOOLS AND HORSE SHOES

THE OLDEST THREADLESS MADE

**DIAMOND CALKS** are so made that the shanks fit perfectly in the holes, and from the time they are first placed in the shoe they remain securely in their place until lifted out by the extracting wrench and a new calk or a set of calks inserted.

**DIAMOND CALKS** call for the minimum of labor in inserting or extracting them from the holes in shoes. No broken knuckles when using these calks.

**DIAMOND CALKS** have no threads—they fit tightly and stay tight—no lost calks. No lost time when using them. When once adopted the horse owner wants no other. Give them a trial and be convinced.

**DIAMOND CALKS** are scientifically tempered, and are made of specially designed tooled steel to meet the most extreme demands and provide for the severest tests that may be given them.

They are absolutely reliable under the most treacherous winter conditions. They give the horse secure footing on icy pavements, and will **POSITIVELY OUTWEAR** any other calk on the market.

## DIRECTIONS FOR USING DIAMOND CALKS AND SHOES

**FIRST**—Fit shoes same as any other common shoes and let them cool.

**SECOND**—Oil and drive punch in calk hole till shoulder on punch strikes the shoe.

**THIRD**—Nail on shoe and clinch.

**FOURTH**—Drive calks in with a small anvil hammer and hold a clinch block under heel of shoe while setting the heel calks. Two or three blows on each calk is plenty. Don't attempt to drive calks in too deep.

**TO REMOVE**—Drive extractor under the blade.

Send for our beautiful Art Calendar—Mailed Free on Request!

# Diamond Calk Horse Shoe Co.

DULUTH, MINNESOTA.

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.



### Horse Flesh High.

After the New York Horse Show there is an auction sale of horses. It is styled the "Old Glory Sale."

This year the first 81 head sold brought \$61,431, which is going some.

Dave Halle, the champion four-year-old trotting stallion of 1912, with a record of 2:06¾, not only brought the top price, but eclipsed all previous marks of the sale. He brought \$6,000. J. W. Armstrong, of New York, purchased him. Armstrong, it was reported, was acting on behalf of a rich Austrian who is interested in trotters. Dave Halle will be shipped to Austria.

W. E. D. Stokes announced during the progress of the sale that there was a movement on foot to stimulate team racing. An organization of rich men, he said, would be formed which would act on the lines of the members of the Piping Rock Club, who are reviving interest in racing among the thoroughbreds by offering special events.

When the late Commodore Vanderbilt was alive team racing was popular, his pair of trotters, Maud S. and Aldine being well known. Stokes, who had a big consignment at the sale, said that the progeny of his stallion, Peter the Great, sold for on an average of \$1,100.

### Why the Mule Stood

An old negro, with an old gray mule hitched to a ramsackle wagon, stood on the incline of Capitol Hill in Washington in one of the worst sleet storms in January.

The old man huddled up in his rabbit skin cap, shivering; the mule was trembling with the cold. Two Congressmen, waiting for a belated car, were attracted by the strange outfit and wondered, as time went on and the negro made no effort to depart, what ailed the old fellow.

One of the Congressmen walked over and said: "Why don't you move on, uncle?"

The old man pointed a trembling finger at his "team" and replied: "Cause dis yere mule won't go 'les I whistle at him, and it's so cold I cyarn't whistle."—Everybody's Magazine.

### Electric Vehicles in Chicago.

According to actual figures, there were in operation in Chicago on November 12, 1912, no less than 475 electric motor trucks, but so rapidly are these vehicles increasing, that an estimate is found, which claims that by next November there will be no less than 800 vehicles of this class in use.

## "CAPEWELL" HORSE NAILS



appeal strongly to horse owners and to all who take the trouble to look into the shoeing problem. Those who really have an interest in the welfare of their horses pay as close attention to their shoeing as to their grooming.

The aim is to get a nail which will hold the shoe firmly under the severest strains and injure the hoof least. This is exactly what "Capewell" nails will do.

Smaller sizes of these nails will hold as well as larger sizes of other brands. In driving "Capewell" nails, therefore, the holes made in the hoof are not as large as when other brands are used. Remember, "The Capewell" nail has half again the tensile strength of any other brand.

### Hold Shoes Best

Every "Capewell" nail can be distinguished by the check mark on the bevel face of the head. This is our trade mark. No nail represented to be "The Capewell" or the same as the "Capewell," is the same in stock and finish unless it bears this mark.

It may cost a small fraction of a cent more to use this brand for each horse shod, but the extra expense is so trifling that any shoer can afford to use "The Capewell." The best nail in the world at a fair price, not the cheapest regardless of quality.



MADE BY

**The Capewell Horse Nail Company**  
HARTFORD, CONN.

*Largest Makers of Horse Nails in the World*

PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.

### Molassine Meal.

This feed for horses and other farm animals, which has recently made its appearance in this country from England, where it has been very successfully in use for many years and has become very popular, is attracting much attention. Many farmers and team owners have gotten the impression that Molassine is a substitute for another feed. This, we are informed, however, is not the case. Molassine Meal is not intended in any way to displace other rations, the peculiar value of it being found in substituting a portion of Molassine Meal for a like amount of the ordinary ration fed; using it in conjunction with the regular ration, but never in the place of it as a whole.

The high value of molasses as a feed is never disputed, provided the potash salts, which appear in it, are removed. The patent process under which Molassine Meal is manufactured and the special process of cooking and preparing the formula of sphagnum and molasses neutralizes the potash salts so that the molasses is perfectly safe to feed and Molassine Meal is probably to-day the most widely-fed article in the world.

Molassine Meal is being used by the British government, by the leading breweries, coal companies, trucking companies and express companies of England and Canada and that they have on their books customers purchasing as high as 1,000 tons of Molassine Meal at one time after using and testing this feed for many years.

While it has been on sale in this country a short time, many horse owners now in the United States used to live in England and have fed it for many years.

The parent company, which is located in Greenwich, England, is the largest of its kind in the world and many who travel are familiar with the immense buildings and warehouses in that city, as they are visited by tourists from all over the world.

### Shippers and the Mellen Road.

The defense of the New York, New Haven & Hartford and the Boston & Maine Railroads against the complaints of the New England shippers regarding freight service and rates, was opened in Boston, Mass., on December 27, before Charles A. Prouty, member of the Interstate Commerce Commission.

D. O. Ives, of the Boston Chamber of Commerce, who was the principal witness in support of the complaints, was recalled by Vice President E. G. Buckland, of the New Haven road. Mr. Ives admitted that many of the complaints were due to changes in routing asked for by the shippers. He also said that his investigation of the New Haven and the Boston & Maine freight situation in behalf of the shippers was directed to the service and rates, and not to any diversion of traffic.

Mr. Ives said he knew of no shipper who admitted being afraid of the New Haven or felt that he had been discriminated against by the road.

### KNOW YOUR HORSE.

No modern progressive team owner can afford to be ignorant about horses. In order to obtain the greatest efficiency in their work and keep their value maximum, you must know how to locate lameness and diagnose the ills to which horses are liable.

You must also know how to stop lameness and cure these ills before they become serious. Then you are not dependent on others and you will save a great deal both in money and in the lives of your stock.

One of the most valuable helps you can have in studying horses is a book entitled "Veterinary Experience," which is sent free by the Tuttle's Elixir Company, of 17 Beverly street, Boston, Mass. This book contains much of the combined experience of the best veterinarians in the country. It tells you things about your horses you never dreamed. It puts you wise to all the little ailments that cause lameness and illness—and the more serious ones, too. It also tells how to cure ills by using Tuttle's Elixir, the famous remedy that is used by experienced veterinarians.

Simply write to the address above and ask for this book. It will be sent to you free.

### Does It Solve the Difficulty?

We have lately received quite a few communications from various parts of the country—notably from New York city and Chicago—imparting the information; that team owners are being made the victims of a regularly organized gang of thieves. In some instances individual owners have in that way lost thousands of dollars. This is indeed a very serious matter, that should call for the immediate attention of the entire teaming trade wherever this thieving is going on. Every team owner knows, that under present conditions it is very difficult to safeguard himself entirely from such depredations, but it is nevertheless possible to institute a system, that will considerably minimize such thefts. The team owner, who has a contract of handling loads of valuable goods should never send such a load in care of the driver alone. The driver should have an attendant with him, who will remain with the load in case the former has to leave his truck. At the first glance it may seem, that this is not a good plan, because it means an extra outlay of wages for the second man. That, of course, is true enough in a sense. But if you come to analyze the situation you will find that extra outlay a cheap investment. For example, in New York City in the wholesale dry goods district and in the silk district the value of an average truck load of goods often runs into thousands of dollars, and the loss of one of such loads would more than offset the yearly wages of one attendant. It would be the best insurance you could have for yourself as well as for your customer. It would give you a feeling of security, and it would enable you to give your customer a guarantee of security, that would justify you in charging a higher rate for your work. We venture to say, that in the long run it would pay.



# EVERY HORSE OWNER WANTS **Walpole** RUBBER HEELS FOR HORSES

Because they make it possible to overcome the most stubborn cases of  
soreness, tenderness, bruises or corns.

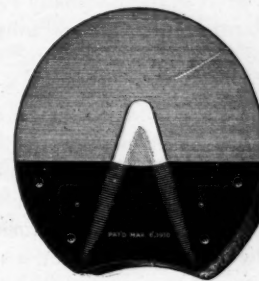
Walpole Rubber Heels are as much superior to so-called hoof pads or bar shoes as pneumatic tires are to solid tires.

The patent spring steel plate fits the heel in a firm, even way. Also reinforces the rubber heel so that it will withstand water, snow or slush—cannot become soft and work up on to the tender spots, bruises or corns, thus causing lameness.



Here are Two Illustrations of the Walpole Rubber Heels—Shoe Side and Hoof Side.

Note the spring steel plate on the hoof side, a feature lacking in all other so-called hoof pads. This is what keeps the foot firm and even—a relief to "sore spots" and eliminates all undue pressure upon the frog, also prevents the rubber from breaking near the heel or becoming floppy.



Other so-called pads have no reinforcement and offer little resistance to water. They quickly become floppy and annoying to the horse. The spring steel plate not only overcomes this fault, but serves as a protection also to the rubber heel, therefore giving much longer wear.

In short the WALPOLE Rubber Heels keep the foot as nature intended—properly supporting the arch or frog—allowing the joints to flex in a natural way.

Be the first in your locality to offer your customers the great advantage of the WALPOLE Rubber Heels for the Horses. Send us a sample order to-day—or order of your jobber.

WALPOLE RUBBER COMPANY, --- 185 Summer Street, Boston, Mass.

## NOW!

Your interest in the tire equipment on your motor truck begins before the purchase.

As an insurance against Tire Trouble and consequent expense

SPECIFY

## GOODRICH

## WIRELESS MOTOR TRUCK TIRES

(Demountable—Block—Pressed on Electric.)

The only steel base tire with an actual record of service.



## THE B. F. GOODRICH CO.

AKRON, - OHIO.



PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.

### Walpole Tire & Rubber Co.

Walpole Tire & Rubber Company is a Massachusetts industrial which has closed a remarkably successful year. With results for a portion of the year estimated, gross sales exceeded \$2,500,000, a 67 per cent gain over 1911. Net earnings are placed at \$335,000, equal to 14.7 per cent on the \$1,500,000 common stock after payment of 7 per cent preferred dividends. Quarterly dividends of 1 per cent are now paid on the common.

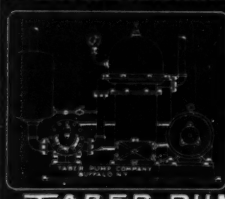
The Walpole Company has factories at Walpole and Foxboro, Mass., and Granby, Quebec. The company is the largest manufacturer of rubber heels in America, producing about 30,000 pairs a day of the well-known "Cat's Paw" and Foster brands. It is also the largest producer of insulating or friction tape in the world. Among its customers are a majority of the street railways and lighting systems in the United States, and the largest electrical manufacturing companies. The range of the company's operations also includes mechanical rubber goods, tires, horse shoe pads and rubber clothing.

The expansion in sales of this company has been consistent and rapid. Gross for last year of \$2,500,000 compares with \$464,901 in 1907, the yearly gain averaging 35 per cent. With net profits amounting to three times preferred dividend requirements, and with no mortgage or bonded debt ahead of it, the preferred stock of the company is entitled to rank with the better class of industrial investments.

Avoid as far as possible the danger of contagion and infection from watering at public troughs, and never let your horse drink very cold water, or from streams you know nothing about, as the water in many is poisonous. Water from springs and wells is generally cold, and is for this reason not only injurious, but dangerous, and should never be given unless it has been drawn and stood a while.

Adolph Melzer, a wealthy philanthropist, of Evansville, Ind., continued holding "open house" on January 1, last, for overworked and underfed horses, at the Friendly Inn, which he conducts, and many animals had the "feed of their lives." The horses consumed 40 bushels of oats and several tons of hay. The drivers were given sandwiches and coffee.

### VACUUM HORSE GROOMING AND MASSAGE MACHINE



**Cleanliness & Massage**  
Are as good for a horse as for a man. This machine improves the health of the horse as well as enabling one man to do the work of several, reducing expense, and benefiting the horses. Sanitary, because it removes not only impurities, but germs. Profitable, because it saves you money. Send for particulars.

**TABER PUMP COMPANY**  
BUFFALO, N. Y.

### A Detective Horse.

Patrolman Johnsmeyer, of the Bathgate avenue station, the Bronx, New York City, gives his horse credit for an arrest early last month. According to the policeman's account, he was riding in Vyse avenue at about three o'clock, when his horse suddenly stopped and pricked up his ears in front of a saloon owned by Frederick Grove. At first the rider could not understand his horse's actions, but, when the animal seemed disinclined to go on, he looked around more carefully. Then he saw a man standing in the shadow of the saloon. As he looked up, said Johnsmeyer, the man, rapped sharply on the front window and ran around the corner.

Next Johnsmeyer said he saw a man leap from behind the bar in the saloon and jump into the street through a side window, but he was unable to catch him. The man who had given the warning, the policeman said, ran into an empty building on the corner of Hoe avenue and Jennings street, where Johnsmeyer followed him. In the cellar of the empty building the policeman found a man lying on the floor, apparently in a heavy sleep. When shaken he groaned, and did not want to get up. According to the policeman he was feigning drunkenness. On the floor a revolver and twenty cartridges were found.

When arrested the man gave his name as George Geller, and disclaimed all knowledge of the attempted robbery of the saloon. He was taken into custody on that charge, however. There have been numerous complaints from the Bronx, the police say, that a gang of safe blowers has been operating in that part of the city, and many finger-prints have been recorded.

When a horse falls off in condition the trouble may be due to defective teeth. Have the teeth put in order by a veterinarian and then feed one pound of grain (whole oats) and one pound of hay (mixed clover hay) per 100 pounds of live weight as a day's ration, and increase the grain ration if hard work has to be done. The hay may be cut down during hard work and increased in idleness. Also, supply carrots and a little bran daily.

There are hundreds of little things which make for the welfare of the working horse—little things which any driver can do if he takes an interest in his team, and which common sense should teach him to be right. Give the hard-worked horses every attention possible, and they will amply repay you for the trouble.

### FOR SALE.

New Scenery Truck, 13 $\frac{1}{4}$ " and 2" Axles, Platform 5' 8" x 16' with 10' extension. Will make low price to quick buyer. Address

**THE AUBURN WAGON COMPANY,**  
MARTINSBURG, W. VA.





# Molassine Meal

MADE IN ENGLAND

IS THE GREATEST FEED FOR HORSES EVER MADE

For years it has been fed to the prize-winning Horses, Colts, Brood Mares, Hunters and Ponies of England and Canada.

**ESPECIALLY ADAPTED FOR TEAMING, TRUCKING  
CARTING, LIVERY AND ALL HORSES DOING HARD WORK**

The great trucking companies and horse owners of England, Canada, Australia, South Africa and other foreign countries feed their thousands of horses Molassine Meal, because no other feed keeps their horses up to top notch in work.

To-day you will find it is fed to the hard working horses in the great mines and collieries of England, Nova Scotia and New Brunswick. Brewers everywhere feed it to their many team horses. Veterinaries highly endorse it.

**Molassine Meal**  
MADE IN ENGLAND

absolutely eradicates worms, prevents colic and indigestion. Keeps the coat sleek and glossy.

This feed comes to you backed up by an 18 years' history of success that no feed made in the United States can show.

We can send you testimonials from horse-owners—men owning Truck Horses, Racers, Hunters, Brood Mares, Ponies, etc., who will tell you what they have done with this feed. Sales last year were over 500,000 tons.

**Molassine Meal**  
MADE IN ENGLAND

To introduce this to you we offer to ship from our U. S. storehouses even single bag lots of Molassine Meal—you need buy only what is necessary to satisfy yourself the meal is all we claim for it. Buy a single bag of 100 pounds or a ton or a carload. As quickly as possible, we will arrange so that you can purchase it of your own regular grain dealer.

Write to-day to our Boston office for free booklet, and introductory prices.

THE MOLASSINE CO., Ltd., London, England.

SOLE UNITED STATES DISTRIBUTORS

L. C. PRIME CO., 324 Board of Trade Building, Boston, Mass.

## NOTES AND COMMENTS.



For rheumatism in horses, salicylate of soda, or salol, may be given in the feed. The dose is two drams of the first, or one dram of the latter, given three times a day.

It seems like a simple thing, and few know about it, but if there is a gall on the shoulder or back of a horse, just wash it clean, and dust it with dry powdered tannin. Tannin is the stuff used in tanning leather. It is astringent and will draw a film over the sore, keep away dirt, etc., and cause it to heal faster than any known remedy. Keep five cents' worth in a bottle in the barn.

Look out for colds among the horses now, with distemper as the result unless promptly treated.

Don't administer medicine to the horse, or any other animal, through the nose; nature never intended it that way.

Blankets should always be large enough to cover a horse from neck to tail. The breast flaps ought to be sufficiently large to protect fully this sensitive part of the animal's body, and the sides and flanks should also be fully protected.

Horses were not shod either by the Greeks or Romans. The ancients were content with wrapping fiber cloth round the feet of their horses in cold weather, or when it was necessary to pass through miry districts. Instead of troubling about horseshoes they devoted their attention to hardening the hoofs of their mounts.

Look well to the horse's needs at this season; save him from many a strain and fall by keeping him sharp-shod; carry the blanket on every trip; and, if you have not already done so, join the thousands of sensible drivers who have taken off the useless blinders.

Don't leave the shoes on a horse longer than five or six weeks without resetting.

## Lemons Not Wanted

W. L. McCullough Co.  
Ypsilanti, Mich.

St. Louis, Mo., Jan. 16, '13.

Enclosed find check for your Bell Oat and Corn Crusher. Owing to the scarcity of electricians at the time of receiving the crusher, I was unable to get machine going earlier. I will say your crusher is a wonder. I am well pleased with it and delighted. I certainly will try to do all I can to get every owner of horses and mules interested in your machine. I think a man with a lot of horses and mules should not be without one. The trouble is, down here, there has been a lot of machines on the market, but they were all LEMONS, so I think I can convince some of them with this machine, after they see what it does. With best wishes and success.

OTTO E. MEITZ.

## THE EXACT FACTS

## 2 Men

Two men working for the Starr Piano Company delivered 17 pianos in one day with this truck—two of them upstairs to second floors.

## The Eccentric

The eccentric makes the difference. It works with one finger.

## Going Upstairs

Going upstairs is a simple matter with this truck. No skids or boards are required. The truck is complete in itself.

## Rolls or Slides

The truck rolls or slides—whichever way is easiest to handle the job.

## Over Hardwood Floors

If care is used it can be run over hardwood floors because the wheels are broad and smooth-ground for that purpose.



IT PROTECTS  
THE PIANO

No stairs too steep, no  
arches too low, no angles  
too sharp. Never have to  
take the piano off the  
truck.

IT SAVES  
YOU MONEY

This truck was invented by a practical drayman who suffered all your troubles. It is the truck for moving upright pianos. As a result of the first one sold there are now 89 in use in one city.

Send for free folder of complete details  
and net prices.

W. T. SLEIGHT MFG. COMPANY.

303 Wulsin Power Building,  
INDIANAPOLIS, INDIANA.





# Transfer, Warehouse and Storage Companies' Directory



**ALBANY, N. Y.**  
**Security**  
**Storage and Warehouse Co.**  
Natural Distributing Point for Eastern  
New York and New England.  
Storage, Forwarding, Re-Shipping.  
105 MONTGOMERY ST.

**ATLANTA, GA.**  
**Morrow Transfer & Storage Co.,**  
**STORAGE AND HAULING.**  
Members of A. W. A. and N. Y. F. W. A.  
50-52 East Alabama Street.

**BALTIMORE, MD.**  
**ALBERT HAUSMAN**  
401 Penn Street,  
**MOVING, CARTING & STORAGE.**

**BOSTON, MASS.**  
"WE MOVE EVERYTHING"  
**R. S. Brine Transortation Co.**  
43 India Street.  
Trucking, Forwarding and Rigging.

**BROOKLYN, N. Y.**  
**PIONEER WAREHOUSES.**  
41-43 Flatbush Ave.

**BUFFALO, N. Y.**  
**The Buffalo Storage &  
Carting Company.**  
Unsurpassed Facilities for Storing, Handling,  
Transferring and Forwarding Goods.

**BUFFALO, N. Y.**  
**Niagara Carting Company**  
223 Chamber of Commerce.  
**GENERAL CARTAGE & STORAGE**  
Transferring Car Loads a Specialty.

**BUFFALO, N. Y.**  
**O. J. Glenn & Son**  
Everything in the Line of Moving,  
Carting, Packing, Storage.  
Office, 47 W. Swan Street.



**CINCINNATI, OHIO.**  
**Cincinnati Transfer Company,**  
58 MITCHELL BLDG.  
Consignments of freight in car lots for distri-  
bution at Cincinnati, solicited.

**CANTON, OHIO.**  
**Cummins Storage Company**  
310 East Ninth Street.  
**STORAGE, DRAYING, PACKING AND  
FREIGHT HANDLING A SPECIALTY**  
Unsurpassed Facilities for Handling Pool Cars

**CHICAGO, ILL.**  
**Trans Continental Freight Co.**  
Forwarders of Household Goods, Machinery  
and Automobiles.  
Reduced Freight Rates to and from all prin-  
cipal points west.  
General Office, 203 South Dearborn Street,  
New York Office, 29 Broadway,  
Boston Office, 1004 Old South Building.

**DAVENPORT, IOWA.**  
**Schick's Express & Transfer Co.,**  
**WAREHOUSE and STORAGE**  
111 Ripley Street.

**DENVER, COL.**  
**THE WEICKER**  
**TRANSFER AND STORAGE CO.**  
Office, 1033 Seventeenth Street.  
New Fireproof Warehouse on Track  
1447 to 51 Wynkoop Street.  
Storage of Merchandise and Household Goods.  
Distribution of Car Lots a Specialty.

**DES MOINES, IOWA.**  
**Blue Line Transfer  
& Storage Company**  
General Storage, Carting, Packing & Shipping.  
**FIREPROOF WAREHOUSES**

**DES MOINES, IOWA.**  
**Merchants Transfer & Storage  
Company**  
**WAREHOUSEMEN AND FORWARDERS**  
General Offices - - - - - Union Station

**DETROIT, MICH.**  
**The Reading Truck Co.**  
Office and Warehouse, Sixth and Congress Sts.  
**GENERAL CARTAGE AGENTS,**  
For Wabash and Canadian Pacific Railways.  
Superior Facilities for Hauling and  
Erecting All Kinds of Machinery.

**EL PASO, TEXAS.**  
**WESTERN TRANSFER  
& STORAGE COMPANY**  
518 SAN FRANCISCO ST.  
Forwarders and Distributors—Trucking of all  
kinds—Distribution cars a specialty.  
Warehouse on Track.

**ERIE, PA.**  
**The Erie Storage & Carting  
Company**  
Packers of Pianos and Household Goods,  
Storage, Carting and Parcel Delivery.  
Warehouse Siding, switching to all lines

**EVANSVILLE, IND.**  
**The Evansville Warehouse Co.**  
**PETER SORTER**  
Transfer, Trucking and Storage.

**FORT WAYNE, IND.**  
**Brown Trucking Company**  
**MOVING, CARTING, STORAGE  
AND DISTRIBUTING**  
125 West Columbia Street.

**FORT WORTH, TEXAS.**  
**Binyon Transfer & Storage  
Company.**  
Front and Throckmorton Streets.  
Receivers and Forwarders of Merchandise.  
Furniture Stored, Packed and Moved.  
Hauling of Safes, Machinery and Freight a  
Specialty. Telephones 187.

**GRAND RAPIDS, MICH.**  
**RADCLIFFE & COMPANY,**  
**TRANSFER AND STORAGE.**  
South Division and Cherry Streets.

**HARTFORD, CONN.**  
**The Bill Brothers Company**  
**TRANSFER AND STORAGE**  
Special Facilities for Moving Machinery, Safes,  
Furniture, Pianos, etc. **STORAGE WARE-**  
**HOUSES** with separate apartments for House-  
hold Goods, and Railroad Siding for Carload  
Shipments.

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## TRANSFER, WAREHOUSE AND STORAGE COMPANIES' DIRECTORY — Continued.

**HASTINGS, NEBRASKA.**  
**J. H. HOAGLAND**  
 301 SECOND ST.  
 Receivers and Forwarders of Freight.  
 Storage Warehouses.

**HELENA, MONT.**  
**Benson, Carpenter & Co.**  
 RECEIVERS & FORWARDERS  
 Freight Transfer and Storage Warehouse.  
 HANDLING "POOL" CARS A SPECIALTY.  
 Trackage Facilities.

**HOLYOKE, MASS.**  
**The Sheldon Transfer Company**  
 Express Trucking,  
 Heavy Teaming General Forwarders

**HOUSTON, TEXAS.**  
**WESTHEIMER**  
**WAREHOUSE COMPANY**  
 STORAGE & DISTRIBUTING  
 Fireproof Warehouses. Separate Locked Rooms

**INDIANAPOLIS, IND.**  
**FRANK SHELLHOUSE FIRE-**  
**PROOF STORAGE CO.,**  
 Central Ave. and 25th Street.

**KANSAS CITY, MO.**  
**Kansas City Transfer Co.,**  
 Fifth and Washington Sts.  
 GENERAL FORWARDING AGENTS

**LEOMINSTER, MASS.**  
**W. K. MORSE**  
 LIGHT AND HEAVY TRUCKING  
 OF ALL KINDS  
 Office and Stables, rear 83 Mechanic Street.  
 Residence, 147 Whitney Street.

**LIVERPOOL, ENGLAND**  
**R. H. Morgan & Company, Ltd.,**  
 CUSTOM HOUSE BUILDING,  
 Send Your European Shipments in  
 our care.

**LOS ANGELES, CAL.**  
**Bekins Van & Storage Co.,**  
 140 South Broadway.

**LOWELL, MASS.**  
**Bay State Storage &**  
**Warehouse Company,**  
 334-360 Jackson Street.

**MANSFIELD, OHIO.**  
**COTTER**  
**TRANSFER & STORAGE**  
**COMPANY**  
 GENERAL HAULING & STORAGE

**MILWAUKEE, WIS.**  
**Kinsella Transfer Company**  
 617 Clinton Street  
 WE MOVE EVERYTHING.  
 ALL KINDS OF TEAMING

**MINNEAPOLIS, MINN.**  
**CAMERON'S**  
**Transfer & Storage Company**  
 708 Hennepin Avenue.  
 Unsurpassed facilities for Storing, Handling,  
 Transferring and Forwarding Merchan-  
 dise and Household Goods.  
 Fireproof Storage.

**MONTREAL, CANADA.**  
**CUNNINGHAM & WELLS,**  
 31 COMMON STREET.  
 Storage, Transfer and Trucking Agents.

**NEW HAVEN, CONN.**  
**The Peck & Bishop Company,**  
 Offices, 183-185 Orange St., 25 Union St.,  
 Passenger Depot.  
 Best of Facilities for Moving Furni-  
 ture, Pianos, Safes, Machinery Etc.  
 Storage Warehouse.

**NEW LONDON, CONN.**  
**B. B. GARDNER,** 18 BLACKHILL  
 STREET  
 PIANO AND FURNITURE  
 PACKER, MOVER & SHIPPER  
 Safe Mover—Freight and Baggage Transfer.  
 STORAGE.

**NEW YORK, N. Y.**  
**The Meade Transfer Company**  
 General Freight Forwarders  
 Transfer Agents of the  
 Pennsylvania R. R. and Long Island R. R.  
 Main Office, P. R. R. Pier, 1 N. R.

**OIL CITY, PA.**  
**Carnahan Transfer & Storage**  
**Company**  
 STORAGE AND PACKING  
 PIANO MOVING A SPECIALTY.

**PHILADELPHIA, PA.**  
**C. J. McDERMOTT**  
 DRAYMAN.  
 Hauling of all Kinds Promptly Attended to.  
 Both Primes 121 N. Fourth Street.

**PITTSBURGH, PA.**  
**Haugh & Keenan**  
**Storage & Transfer Company,**  
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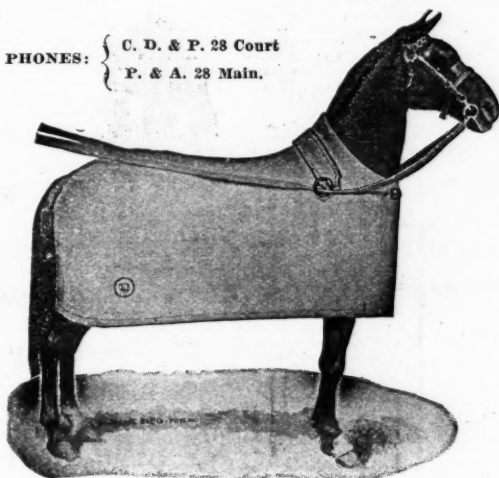
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**The  
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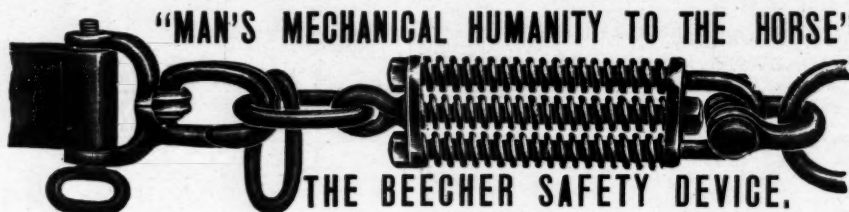
Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

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Write for Catalogue.

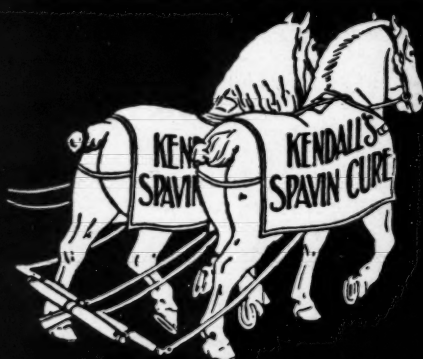


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THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,  
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### Stops Lameness

You can locate and stop lameness in no time with Tuttle's Elixir. You can keep the horse right at hard work. Tuttle's Elixir makes the cure surely and quickly. This is the remedy used by reliable veterinarians and large horse operators everywhere.



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# MOTOR TRUCKS and Delivery Wagons



GASOLINE AND ELECTRIC  
ALL SIZES FOR ALL USES

## National Automobile Show AT CHICAGO

Under Auspices National Association of Automobile Manufacturers, Inc.

Coliseum and First Regiment Armory - **FEBRUARY 10-15**

The Following Trucks and Wagons Will Be Exhibited:

Alco	Buffalo Elec.	Sanford	Kentucky	Gramm	Kelly
Knox	Packard	White	Hewitt	Studebaker	Velle
Baker	Peerless	General Vehicle	G. M. C.	Reo	Saurer
Mack	Kissel	Autocar	Garford	Locomobile	Lausden
Chase	Pierce-Arrow	Pope-Hartford	Waverly	Reliance	Buick
Republic	Federal	Speedwell	Avery	Harder	Adams
Rambler	Lauth-Juergens	Schacht	Mogul	Commerce	Mercury
Universal	Selden	Sternberg	Reliable Dayton	Lippard-Stewart	Hupp
Little Giant	Mais	Dart	Service	Diamond T	Modern
Clark	Old Reliable	Besemer	United States	Blair	Ideal
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S. A. MILES, Manager,

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When your Horses are suffering from Sore Necks, Scratches, Saddle Galls, or a cut of any kind, *you want something that will give Instant Relief.*



The wise team owner **CO-HI-ER** around the barn and office.  
will always keep Trade Mark.

CO-HI-ER is the best all around remedy on the market to-day. It will do all we claim for it or your money back.

If the dealer in your town does not keep CO-HI-ER, send us his name and one dollar, and we will send you a sample can prepaid to any address,

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227 NORTH LA SALLE STREET

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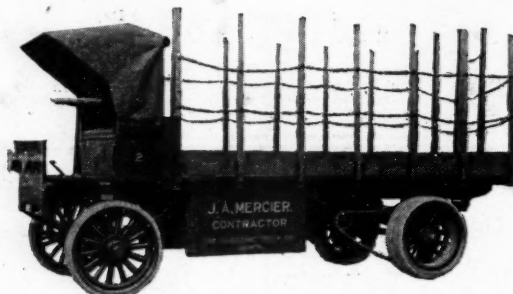
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## How Some Contractors Make Money

Below we show a picture of one of the three 5-ton G. V. Electric Trucks used by J. A. Mercier, of Detroit. These are used in hauling cement, lime, tar, structural steel, and builders' supplies in and about Detroit. They do the work of from 12 to 20 horses and operate within our cost figures, which approximate \$11.50 per 5-ton truck per day. This includes battery and tire renewals, current and driver, the latter at \$750.00 per year of 300 working days.

Competition is now so keen in many lines of trade that the man who does not have to depend upon horses has a tremendous advantage. He makes more money, because his overhead is less and his income more. His trucks work through hot waves and cold waves, and in rush seasons instead of hiring extra horses he runs an extra battery or "boosts" his batteries during the noon hour. It is a mistake to assume that you can't get the mileage you need out of a G. V. Electric. We have customers getting from 55 to 62 miles per battery charge out of our 1,000-lb. wagons and even our 5-ton trucks can make over 50 miles with the right battery.



## G. V. Electric Trucks

are used by express and transfer companies, storage warehouses, furniture houses, wholesale grocers, coal merchants, etc., etc., with splendid results. They cost less to maintain than any Motor trucks made, because they last 10 or more years. We have over 3,000 in service, some since 1901-1902, so we know.

We would like to correspond with delivery contractors of all kinds with a view to helping them motorize. Inquiries from proprietor's managers freely answered.

Catalogue 79 and other data on request.

## The General Vehicle Company, Inc.

Principal Office and Factory: Long Island City, Nw York

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### CHICAGO MOTOR TRUCK SHOW:

February 10th-15th:

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## The test of use has proved the economy and stability of The Electric

### 70% More Work Than Horses

In 5½ hours a 3½-ton truck of the Denver Gas & Electric Company traveled 24 miles to deliver 40,000 pounds of coke. This is one of 5 machines doing 70% more work for this company than their former horse equipment.

### Displaces 3 Wagons and 6 Mules

Every day a 5-ton Truck in the service of the American Tobacco Co. at Durham, N. C., is doing the work of three heavy wagons and six mules—doing it better, unfailingly and easily.

### In Continuous Service for 7 Years

The Valley City Milling Company, of Grand Rapids, Mich., has used its hard-working 5-ton Electric Truck since 1905, as well as a 2-ton truck of the same age. Both trucks are still in daily service and saving money for their owners.

### Electrics Are Ready to Work for You

Right now you should be enjoying the satisfactory and economical service of Electric Trucks. You really cannot put off the investigation of their merits any longer. Upon request, we will gladly send you interesting literature about Electric Trucks gratis.

*Public interest and private advantage both favor the Electric*



## ELECTRIC VEHICLE ASSOCIATION OF AMERICA

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NEW YORK: 124 W. 42nd. St.

CHICAGO

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## For Heavy Teaming Especially

you need horseshoes that afford your horses a sure, quick grip on slippery asphalt or other surfaces.

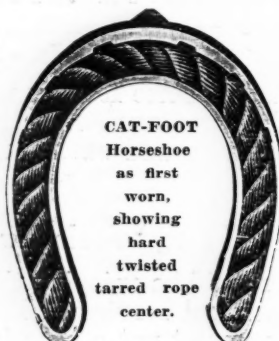
You have probably tried various kinds of so-called non-slipping shoes with indifferent success. Rubber shoes wear out quickly at best and they soon get smooth and afford the horse little real protection. They also have a tendency to cramp the foot and interfere with the free circulation of air. The same is true of most combination shoes.

Don't let any unfortunate experience lead you to believe that there isn't such a thing as an absolutely perfect non-slipping horseshoe. You can have it in Cat-Foot Horseshoes.

### Cat-Foots

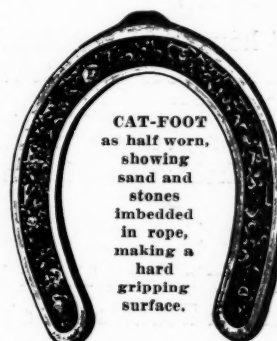
**Famous European  
Non-Slipping  
Cushion Pavement  
Horseshoes**

These shoes will positively grip the slipperiest surface on the feet of the heaviest horses. It is perfectly logical that they should when you consider how they are made. Notice the illustration of a Cat-Foot Horseshoe showing a center of hard twisted tarred rope.



What is the object of this rope? To pick up sand and stones so that, when firmly imbedded in the rope, they will give a hard, gripping surface and give the horse a fair chance to do his work. See from the other illustration how a Cat-Foot Horseshoe looks after it has been in use for a short time.

No, Cat-Foots are **not** a new-fangled idea. They have been in use in Europe for more than thirty years.



In principal German cities they have practically superceded all other kinds of non-slipping shoes.

**BAR CAT-FOOTS:** We are prepared to supply these in all sizes. In affording frog pressure and relieving horses that have sore, tender and defective feet, Bar-Cat-Foots have no equal.

**The Rowe Ring-Point Co., Hartford, Conn.**



